MALAYSIA

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

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

AIRAC AIP AMDT
01/26
Effective Date: 19 FEB 2026
Publication Date: 11 DEC 2025

This AIRAC AIP AMDT 01/26 contains:

GEN 0.4-1 to 13	Updating Checklist of AIP pages.
ENR 0.3-1 to 4	Updating Records of AIP Supplements
ENR 1.8-16,19, 20 & 21	Updating Flights Departing and Landing at Airports Within Kuala Lumpur FIR
ENR 1.8-25 To 27	Updating Flights Entering Kuala Lumpur Fir From Adjacent FIR
ENR 2.1-3	Updating KUANTAN Terminal Area
ENR 2.1-7	Updating KUCHING Flight Information Services
ENR 3.1-13	Updating ATS Routes - G334
ENR 3.1-14 & 15	Updating HTML Format
ENR 3.5-33	Updating Visual Flight Rule (VFR) Lane Kuantan
ENR 3.5-34	Re-indexing pages
ENR 3.5-35	Rename of VFR Lanes
ENR 3.5-36	Updating The Chart Format
AD 2-WMKD-1-3 To 4	Updating Rescue & Fire Fighting Services and TWY Strength
AD 2-WMKD-1-5 To 6	Updating HTML Format
AD 2-WMKD-1-8	Updating ATS Airspace & DVOR / TACAN
AD 2-WMKD-1-9 & 10	Re-indexing pages
AD 2-WMKD-1-11 To 12	Updating Charts Related To An Aerodrome
AD 2-WMKD-2-1,3, & 5	Updating Charts
AD 2-WMKD-4-1 to 4-3	New Charts
AD 2-WMKD-6-1 to 14	New Charts
AD 2-WMKD-7-1 To 14	Updating Charts and Tabular
AD 2-WMKD-8-1 to 22	Updating Charts and Tabular
AD 2-WMKE-1-2	Updating Restaurants dan Transportation
AD 2-WMKE-1-3 &10	Updating HTML Format
AD 2-WMKE-1-11	Updating Local Traffic Regulations
AD 2-WMKE-2-1 To 5	Revised layout, legend and table
AD 2-WMKI-1-2	Updating Rescue And Fire Fighting Services
AD 2-WMKI-1-3	Updating AD 2.8 -'Remarks'
AD 2-WMKI-1-4	Updating AD 2.9 -'Remarks'
AD 2-WMKI-1-5	Updating HTML Format
AD 2-WMKI-1-6	Updating AD 2.14 -'Remarks'
AD 2-WMKI-1-7	Updating HTML Format
AD 2-WMKI-1-8	Updating Local Traffic Regulations
AD 2-WMKI-1-9	Updating Additional INFO
AD 2-WMKI-2-1 to 3	Updating charts
AD 2-WMKI-7-3 To 6	Updating charts & tabular
AD 2-WMKI-8-14	Updating Tabular

AD 2-WMKK-1-2	Updating AD 2.6 - 'Remarks'
AD 2-WMKK-1-3 To 7	Updating Aprons & Taxiways Surface & Strength
AD 2-WMKK-1-8 to 9	Re-indexing pages
AD 2-WMKK-1-10 To 11	Updating Runway Physical Characteristics
AD 2-WMKK-1-12	Re-indexing pages
AD 2-WMKK-1-14 To 15	Updating HTML Format
AD 2-WMKK-1-17	Updating D-ATIS (Lumpur Terminal NFO)
AD 2-WMKK-1-18 & 20, 30 to 35	Updating HTML Format
AD 2-WMKK-1-36 - 38	Simultaneous Independent Parallel Departure On Triple Runway Operation
AD 2-WMKK-1-39 To 40	Updating WMKK Arrival Point Merge Systems (PMS)
AD 2-WMKK-1-40 To 41	DCL - WMKK Departure Clearance
AD 2-WMKK-1-42 to 45	Adding HIRO
AD 2-WMKK-1-46 To 50	Updating Charts Related To An Aerodrome
AD 2-WMKK-2-1 To 27	Updating Charts and Tabular
AD 2-WMKK-6-1 To 33	Updating Charts and Tabular
AD 2-WMKK-7-1,7,27 to 42	Updating Charts and Tabular
AD 2-WMKK-8-1 To 51	Updating Charts
AD 2-WMKL-1-2	Updating Rescue And Fire Fighting Services
AD 2-WMKL-1-5	New Obstacle ID
AD 2-WMKL-1-7	Updating LDI location and LGT
AD 2-WMKL-1-10	Updating Charts Related To An Aerodrome
AD 2-WMKL-2-1	Updating Chart
AD 2-WMKP-2-1 To 5	Republish Charts
AD 2-WMSA-1-1	Updating Fuelling
AD 2-WMSA-1-2	Re-indexing pages
AD 2-WMSA-1-3	Removed Bay 17 & Bay 18
AD 2-WMSA-1-6	Updating Remarks
AD 2-WMSA-2-5 To 7	Updating charts
AD 2-WBGB-1-2	Updating Rescue And Fire Fighting Services
AD 2-WBGB-1-3	Updating Bay 1, Bay 2 & Bay 3 & TWY strength
AD 2-WBGB-1-4	Updating AD 2.9 and Aerodrome Obstacles
AD 2-WBGB-1-6	Updating AD 2.12 - Strength (PCR)
AD 2-WBGB-1-7	Updating AD 2.15
AD 2-WBGB-1-9	Updating Local Aerodrome Regulations
AD 2-WBGB-1-10	Updating Charts Related To An Aerodrome
AD 2-WBGB-2-1 To 5	Updating Charts
AD 2-WBGR-1-2	Updating Rescue And Fire Fighting Services
AD 2-WBGR-1-3 To 4	Updating Apron surface and strength & Remarks
AD 2-WBGR-1-13 To 14	Updating Charts Related To An Aerodrome
AD 2-WBGR-2-1 To 5	Updating Charts
AD 2-WBKK-1 -2	Updating HTML Format
AD 2-WBKK-1 -3 To 8	Updating AD 2.8
AD 2-WBKK-1 -9	Re-indexing pages
AD 2-WBKK-10	Updating AD 2.12 Strength (PCR))
AD 2-WBKK-11 To 13	Re-indexing pages
AD 2-WBKK-14	Add General Restriction INFO
AD 2-WBKK-15 To 16	
AD 2-WBKK-17 To 18	Updating Charts Related To An Aerodrome
AD 2-WBKK-2-1 To 7	Updating charts
AD 2-WBKL-1-9	Updating AD 2.14 - Remarks
AD 2-WBKS-1-9	Updating Charts Related To An Aerodrome
AD 2-WBKS-8-1 To 9	Updating charts
AD 2-WBKW-1-9	Updating Charts Related To An Aerodrome
AD 2-WBKW-7-1	Updating charts

AD 2-WBGF-1-1	Updating website address
AD 2-WBGF-1-2	Updating AD 2.8 & AD 2.9
AD 2-WBGF-1-3	Updating AD 2.12 Runway Physical Characteristics
AD 2-WBGF-1-4	Updating AD 2.15
AD 2-WBGF-1-5	Updating Charts Related To An Aerodrome
AD 2-WBGF-2-1 To 3	Updating charts
AD 2-WBGK-1-2	Updating AD 2.8
AD 2-WBGK-1-3	Updating AD 2.9
AD 2-WBGK-1-4 To 6	Updating HTML Format
AD 2-WBGK-1-7	Updating AD 2.12
AD 2-WBGK-1-8 To10	Updating HTML Format
AD 2-WBGK-1-11	Updating Additional INFO
AD 2-WBGK-1-12 To 13	Updating Charts Related To An Aerodrome
AD 2-WBGK-2-1 To 5	Updating charts
AD 2-WBGW-1-2	Updating AD 2.6 dan AD 2.8
AD 2-WBGW-1-3	Updating HTML Format
AD 2-WBGW-1-4	Updating AD 2.12
AD 2-WBGW-1-5	Updating HTML Format
AD 2-WBGW-1-6	Updating Charts Related To An Aerodrome
AD 2-WBGW-2-1 To 3	Updating Charts
AD 2-WBTM-1-6	Updating Local Traffic Regulation

DESTROY			INSERT		
GEN	0.3-1	02 DEC 2025	GEN	0.3-1	19 FEB 2026
	0.3-2	02 DEC 2025		0.3-2	19 FEB 2026
	0.3-3	02 DEC 2025		0.3-3	19 FEB 2026
	0.3-4	02 DEC 2025		0.3-4	19 FEB 2026
	0.4-1	02 DEC 2025		0.4-1	19 FEB 2026
	0.4-2	02 DEC 2025		0.4-2	19 FEB 2026
	0.4-3	02 DEC 2025		0.4-3	19 FEB 2026
	0.4-4	02 DEC 2025		0.4-4	19 FEB 2026
	0.4-5	02 DEC 2025		0.4-5	19 FEB 2026
	0.4-6	02 DEC 2025		0.4-6	19 FEB 2026
	0.4-7	02 DEC 2025		0.4-7	19 FEB 2026
	0.4-8	02 DEC 2025		0.4-8	19 FEB 2026
	0.4-9	02 DEC 2025		0.4-9	19 FEB 2026
	0.4-10	02 DEC 2025		0.4-10	19 FEB 2026
	0.4-11	02 DEC 2025		0.4-11	19 FEB 2026
	0.4-12	02 DEC 2025		0.4-12	19 FEB 2026
	0.4-13	02 DEC 2025		0.4-13	19 FEB 2026
	0.4-14	02 DEC 2025		0.4-14	19 FEB 2026
ENR	1.8-16	27 NOV 2025	ENR	1.8-16	19 FEB 2026
	1.8-19	27 NOV 2025		1.8-19	19 FEB 2026
	1.8-20	27 NOV 2025		1.8-20	19 FEB 2026
	1.8-21	27 NOV 2025		1.8-21	19 FEB 2026
	1.8-25	27 NOV 2025		1.8-25	19 FEB 2026

DESTROY			INSERT		
	1.8-26	27 NOV 2025		1.8-26	19 FEB 2026
	1.8-27	27 NOV 2025		1.8-27	19 FEB 2026
	2.1-3	09 SEP 2025		2.1-3	19 FEB 2026
	2.1-7	25 MAR 2025		2.1-7	19 FEB 2026
	3.1-13	04 SEP 2025		3.1-13	19 FEB 2026
	3.1-14	04 SEP 2025		3.1-14	19 FEB 2026
	3.1-15	10 SEP 2021		3.1-15	19 FEB 2026
	3.5-33	11 JUL 2024		3.5-33	19 FEB 2026
	3.5-34	11 JUL 2024		3.5-34	19 FEB 2026
	3.5-35	08 DEC 2022		3.5-35	19 FEB 2026
	3.5-36	07 NOV 2019		3.5-36	19 FEB 2026
AD	2-WMKD-1-3	25 MAR 2025	AD	2-WMKD-1-3	19 FEB 2026
	2-WMKD-1-4	25 MAR 2025		2-WMKD-1-4	19 FEB 2026
	2-WMKD-1-5	25 MAR 2025		2-WMKD-1-5	19 FEB 2026
	2-WMKD-1-6	25 MAR 2025		2-WMKD-1-6	19 FEB 2026
	2-WMKD-1-8	25 MAR 2025		2-WMKD-1-8	19 FEB 2026
	2-WMKD-1-9	25 MAR 2025		2-WMKD-1-9	19 FEB 2026
	2-WMKD-1-10	25 MAR 2025		2-WMKD-1-10	19 FEB 2026
	2-WMKD-1-11	25 MAR 2025		2-WMKD-1-11	19 FEB 2026
	2-WMKD-1-12	25 MAR 2025		2-WMKD-1-12	19 FEB 2026
	2-WMKD-2-1	28 NOV 2024		2-WMKD-2-1	19 FEB 2026
	2-WMKD-2-3	28 NOV 2024		2-WMKD-2-3	19 FEB 2026
	2-WMKD-2-5	28 NOV 2024		2-WMKD-2-5	19 FEB 2026
	2-WMKD-4-1	20 MAY 2021		2-WMKD-4-1	19 FEB 2026
	2-WMKD-4-3	28 MAR 2019		2-WMKD-4-3	19 FEB 2026
	2-WMKD-6-1	28 MAR 2019		2-WMKD-6-1	19 FEB 2026
	2-WMKD-6-3	28 MAR 2019		2-WMKD-6-3	19 FEB 2026
	2-WMKD-6-4	16 AUG 2018		2-WMKD-6-4	19 FEB 2026
	2-WMKD-6-5	28 MAR 2019		2-WMKD-6-5	19 FEB 2026
	2-WMKD-6-6	28 MAR 2019		2-WMKD-6-6	19 FEB 2026
	2-WMKD-6-7	28 MAR 2019		2-WMKD-6-7	19 FEB 2026
	2-WMKD-6-8	16 AUG 2018		2-WMKD-6-8	19 FEB 2026
	-	-		2-WMKD-6-9	19 FEB 2026
	-	-		2-WMKD-6-10	19 FEB 2026
	-	-		2-WMKD-6-11	19 FEB 2026
	-	-		2-WMKD-6-12	19 FEB 2026
	-	-		2-WMKD-6-13	19 FEB 2026
	-	-		2-WMKD-6-14	19 FEB 2026
	2-WMKD-7-1	23 APR 2024		2-WMKD-7-1	19 FEB 2026

DESTROY		INSERT	
2-WMKD-7-2	28 MAR 2019	2-WMKD-7-2	19 FEB 2026
2-WMKD-7-3	28 MAR 2019	2-WMKD-7-3	19 FEB 2026
2-WMKD-7-5	28 MAR 2019	2-WMKD-7-5	19 FEB 2026
2-WMKD-7-6	28 MAR 2019	2-WMKD-7-6	19 FEB 2026
2-WMKD-7-7	20 MAY 2021	2-WMKD-7-7	19 FEB 2026
2-WMKD-7-8	16 AUG 2018	2-WMKD-7-8	19 FEB 2026
-	-	2-WMKD-7-9	19 FEB 2026
-	-	2-WMKD-7-10	19 FEB 2026
-	-	2-WMKD-7-11	19 FEB 2026
-	-	2-WMKD-7-12	19 FEB 2026
-	-	2-WMKD-7-13	19 FEB 2026
-	-	2-WMKD-7-14	19 FEB 2026
2-WMKD-8-1	28 MAR 2019	2-WMKD-8-1	19 FEB 2026
2-WMKD-8-2	16 AUG 2018	2-WMKD-8-2	19 FEB 2026
2-WMKD-8-3	16 JUL 2024	2-WMKD-8-3	19 FEB 2026
2-WMKD-8-4	28 MAR 2019	2-WMKD-8-4	19 FEB 2026
2-WMKD-8-5	28 MAR 2019	2-WMKD-8-5	19 FEB 2026
2-WMKD-8-6	28 MAR 2019	2-WMKD-8-6	19 FEB 2026
2-WMKD-8-7	26 MAR 2020	2-WMKD-8-7	19 FEB 2026
2-WMKD-8-8	26 MAR 2020	2-WMKD-8-8	19 FEB 2026
2-WMKD-8-9	26 MAR 2020	2-WMKD-8-9	19 FEB 2026
2-WMKD-8-10	26 MAR 2020	2-WMKD-8-10	19 FEB 2026
2-WMKD-8-11	28 MAR 2019	2-WMKD-8-11	19 FEB 2026
2-WMKD-8-13	03 MAR 2022	2-WMKD-8-13	19 FEB 2026
2-WMKD-8-14	16 AUG 2018	2-WMKD-8-14	19 FEB 2026
2-WMKD-8-15	26 MAY 2022	2-WMKD-8-15	19 FEB 2026
2-WMKD-8-16	16 AUG 2018	2-WMKD-8-16	19 FEB 2026
2-WMKD-8-17	26 MAY 2022	2-WMKD-8-17	19 FEB 2026
2-WMKD-8-18	16 AUG 2018	2-WMKD-8-18	19 FEB 2026
2-WMKD-8-19	28 MAR 2019	2-WMKD-8-19	19 FEB 2026
2-WMKD-8-20	16 AUG 2018	2-WMKD-8-20	19 FEB 2026
-	-	2-WMKD-8-21	19 FEB 2026
-	-	2-WMKD-8-22	19 FEB 2026
2-WMKE-1-2	12 JUN 2025	2-WMKE-1-2	19 FEB 2026
2-WMKE-1-3	12 JUN 2025	2-WMKE-1-3	19 FEB 2026
2-WMKE-1-10	31 DEC 2024	2-WMKE-1-10	19 FEB 2026
2-WMKE-1-11	31 DEC 2024	2-WMKE-1-11	19 FEB 2026
2-WMKE-2-1	26 MAR 2020	2-WMKE-2-1	19 FEB 2026
2-WMKE-2-3	26 MAR 2020	2-WMKE-2-3	19 FEB 2026

DESTROY		INSERT	
2-WMKE-2-5	26 MAR 2020	2-WMKE-2-5	19 FEB 2026
2-WMKI-1-2	23 MAY 2023	2-WMKI-1-2	19 FEB 2026
2-WMKI-1-3	28 NOV 2024	2-WMKI-1-3	19 FEB 2026
2-WMKI-1-4	25 MAR 2025	2-WMKI-1-4	19 FEB 2026
2-WMKI-1-5	31 DEC 2024	2-WMKI-1-5	19 FEB 2026
2-WMKI-1-6	31 DEC 2024	2-WMKI-1-6	19 FEB 2026
2-WMKI-1-7	31 DEC 2024	2-WMKI-1-7	19 FEB 2026
2-WMKI-1-8	31 DEC 2024	2-WMKI-1-8	19 FEB 2026
2-WMKI-1-9	31 DEC 2024	2-WMKI-1-9	19 FEB 2026
2-WMKI-2-1	28 NOV 2024	2-WMKI-2-1	19 FEB 2026
2-WMKI-2-3	28 NOV 2024	2-WMKI-2-3	19 FEB 2026
2-WMKI-7-3	09 SEP 2025	2-WMKI-7-3	19 FEB 2026
2-WMKI-7-6	09 SEP 2025	2-WMKI-7-6	19 FEB 2026
2-WMKI-8-14	09 SEP 2025	2-WMKI-8-14	19 FEB 2026
2-WMKK-1-2	27 NOV 2025	2-WMKK-1-2	19 FEB 2026
2-WMKK-1-3	04 SEP 2025	2-WMKK-1-3	19 FEB 2026
2-WMKK-1-4	04 SEP 2025	2-WMKK-1-4	19 FEB 2026
2-WMKK-1-5	04 SEP 2025	2-WMKK-1-5	19 FEB 2026
2-WMKK-1-6	27 NOV 2025	2-WMKK-1-6	19 FEB 2026
2-WMKK-1-7	25 MAR 2025	2-WMKK-1-7	19 FEB 2026
2-WMKK-1-8	27 NOV 2025	2-WMKK-1-8	19 FEB 2026
2-WMKK-1-9	28 NOV 2024	2-WMKK-1-9	19 FEB 2026
2-WMKK-1-10	12 JUN 2025	2-WMKK-1-10	19 FEB 2026
2-WMKK-1-11	04 SEP 2025	2-WMKK-1-11	19 FEB 2026
2-WMKK-1-12	28 NOV 2024	2-WMKK-1-12	19 FEB 2026
2-WMKK-1-13	28 NOV 2024	2-WMKK-1-13	19 FEB 2026
2-WMKK-1-14	28 NOV 2024	2-WMKK-1-14	19 FEB 2026
2-WMKK-1-15	28 NOV 2024	2-WMKK-1-15	19 FEB 2026
2-WMKK-1-16	27 NOV 2025	2-WMKK-1-16	19 FEB 2026
2-WMKK-1-17	27 NOV 2025	2-WMKK-1-17	19 FEB 2026
2-WMKK-1-18	28 NOV 2024	2-WMKK-1-18	19 FEB 2026
2-WMKK-1-19	31 DEC 2024	2-WMKK-1-19	19 FEB 2026
2-WMKK-1-20	31 DEC 2024	2-WMKK-1-20	19 FEB 2026
2-WMKK-1-21	28 NOV 2024	2-WMKK-1-21	19 FEB 2026
2-WMKK-1-22	27 NOV 2025	2-WMKK-1-22	19 FEB 2026
2-WMKK-1-26	16 JUL 2024	2-WMKK-1-26	19 FEB 2026
2-WMKK-1-29	27 NOV 2025	2-WMKK-1-29	19 FEB 2026
2-WMKK-1-30	11 JUL 2024	2-WMKK-1-30	19 FEB 2026
2-WMKK-1-31	27 NOV 2025	2-WMKK-1-31	19 FEB 2026

DESTROY		INSERT	
2-WMKK-1-32	28 NOV 2024	2-WMKK-1-32	19 FEB 2026
2-WMKK-1-33	03 OCT 2024	2-WMKK-1-33	19 FEB 2026
2-WMKK-1-34	28 NOV 2024	2-WMKK-1-34	19 FEB 2026
2-WMKK-1-35	28 NOV 2024	2-WMKK-1-35	19 FEB 2026
2-WMKK-1-36	28 NOV 2024	2-WMKK-1-36	19 FEB 2026
2-WMKK-1-37	28 NOV 2024	2-WMKK-1-37	19 FEB 2026
2-WMKK-1-38	27 NOV 2025	2-WMKK-1-38	19 FEB 2026
2-WMKK-1-39	27 NOV 2025	2-WMKK-1-39	19 FEB 2026
2-WMKK-1-40	27 NOV 2025	2-WMKK-1-40	19 FEB 2026
2-WMKK-1-41	04 SEP 2025	2-WMKK-1-41	19 FEB 2026
2-WMKK-1-42	27 NOV 2025	2-WMKK-1-42	19 FEB 2026
2-WMKK-1-43	27 NOV 2025	2-WMKK-1-43	19 FEB 2026
2-WMKK-1-44	27 NOV 2025	2-WMKK-1-44	19 FEB 2026
2-WMKK-1-45	27 NOV 2025	2-WMKK-1-45	19 FEB 2026
2-WMKK-1-46	27 NOV 2025	2-WMKK-1-46	19 FEB 2026
2-WMKK-2-1	27 NOV 2025	2-WMKK-2-1	19 FEB 2026
2-WMKK-2-5	31 DEC 2024	2-WMKK-2-5	19 FEB 2026
2-WMKK-2-7	31 DEC 2024	2-WMKK-2-7	19 FEB 2026
2-WMKK-2-8	04 SEP 2025	2-WMKK-2-8	19 FEB 2026
2-WMKK-2-9	27 NOV 2025	2-WMKK-2-9	19 FEB 2026
2-WMKK-2-10	04 SEP 2025	2-WMKK-2-10	19 FEB 2026
2-WMKK-2-11	04 SEP 2025	2-WMKK-2-11	19 FEB 2026
2-WMKK-2-12	04 SEP 2025	2-WMKK-2-12	19 FEB 2026
2-WMKK-2-13	04 SEP 2025	2-WMKK-2-13	19 FEB 2026
2-WMKK-2-14	04 SEP 2025	2-WMKK-2-14	19 FEB 2026
2-WMKK-2-15	31 DEC 2024	2-WMKK-2-15	19 FEB 2026
2-WMKK-2-16	31 DEC 2024	2-WMKK-2-16	19 FEB 2026
2-WMKK-2-17	31 DEC 2024	2-WMKK-2-17	19 FEB 2026
2-WMKK-2-18	31 DEC 2024	2-WMKK-2-18	19 FEB 2026
2-WMKK-2-21	31 DEC 2024	2-WMKK-2-21	19 FEB 2026
2-WMKK-2-22	31 DEC 2024	2-WMKK-2-22	19 FEB 2026
2-WMKK-2-23	31 DEC 2024	2-WMKK-2-23	19 FEB 2026
2-WMKK-2-24	31 DEC 2024	2-WMKK-2-24	19 FEB 2026
2-WMKK-2-25	31 DEC 2024	2-WMKK-2-25	19 FEB 2026
2-WMKK-2-26	31 DEC 2024	2-WMKK-2-26	19 FEB 2026
2-WMKK-2-27	31 DEC 2024	2-WMKK-2-27	19 FEB 2026
2-WMKK-6-1	23 MAY 2019	2-WMKK-6-1	19 FEB 2026
2-WMKK-6-3	10 SEP 2021	2-WMKK-6-3	19 FEB 2026
2-WMKK-6-7	18 MAY 2023	2-WMKK-6-7	19 FEB 2026

DESTROY		INSERT	
2-WMKK-6-8	18 MAY 2023	2-WMKK-6-8	19 FEB 2026
2-WMKK-6-9	18 MAY 2023	2-WMKK-6-9	19 FEB 2026
2-WMKK-6-10	18 MAY 2023	2-WMKK-6-10	19 FEB 2026
2-WMKK-6-11	18 MAY 2023	2-WMKK-6-11	19 FEB 2026
2-WMKK-6-12	18 MAY 2023	2-WMKK-6-12	19 FEB 2026
2-WMKK-6-13	18 MAY 2023	2-WMKK-6-13	19 FEB 2026
2-WMKK-6-14	18 MAY 2023	2-WMKK-6-14	19 FEB 2026
2-WMKK-6-15	08 OCT 2024	2-WMKK-6-15	19 FEB 2026
2-WMKK-6-16	18 MAY 2023	2-WMKK-6-16	19 FEB 2026
2-WMKK-6-17	18 MAY 2023	2-WMKK-6-17	19 FEB 2026
2-WMKK-6-18	18 MAY 2023	2-WMKK-6-18	19 FEB 2026
2-WMKK-6-19	18 MAY 2023	2-WMKK-6-19	19 FEB 2026
2-WMKK-6-20	18 MAY 2023	2-WMKK-6-20	19 FEB 2026
2-WMKK-6-21	18 MAY 2023	2-WMKK-6-21	19 FEB 2026
2-WMKK-6-22	18 MAY 2023	2-WMKK-6-22	19 FEB 2026
2-WMKK-6-23	18 MAY 2023	2-WMKK-6-23	19 FEB 2026
2-WMKK-6-24	18 MAY 2023	2-WMKK-6-24	19 FEB 2026
2-WMKK-6-25	18 MAY 2023	2-WMKK-6-25	19 FEB 2026
2-WMKK-6-26	18 MAY 2023	2-WMKK-6-26	19 FEB 2026
2-WMKK-6-27	18 MAY 2023	2-WMKK-6-27	19 FEB 2026
2-WMKK-6-28	18 MAY 2023	2-WMKK-6-28	19 FEB 2026
2-WMKK-6-29	18 MAY 2023	2-WMKK-6-29	19 FEB 2026
2-WMKK-6-30	18 MAY 2023	2-WMKK-6-30	19 FEB 2026
2-WMKK-6-31	18 MAY 2023	2-WMKK-6-31	19 FEB 2026
2-WMKK-6-32	18 MAY 2023	2-WMKK-6-32	19 FEB 2026
2-WMKK-6-33	18 MAY 2023	2-WMKK-6-33	19 FEB 2026
2-WMKK-6-35	08 OCT 2024	-	-
2-WMKK-6-36	10 SEP 2021	-	-
2-WMKK-6-37	18 MAY 2023	-	-
2-WMKK-6-38	18 MAY 2023	-	-
2-WMKK-6-39	18 MAY 2023	-	-
2-WMKK-6-40	18 MAY 2023	-	-
2-WMKK-6-41	30 JAN 2024	-	-
2-WMKK-6-42	18 MAY 2023	-	-
2-WMKK-6-43	18 MAY 2023	-	-
2-WMKK-6-44	18 MAY 2023	-	-
2-WMKK-6-45	18 MAY 2023	-	-
2-WMKK-6-46	18 MAY 2023	-	-
2-WMKK-6-47	30 JAN 2024	-	-

DESTROY		INSERT	
2-WMKK-6-48	18 MAY 2023	-	-
2-WMKK-6-49	18 MAY 2023	-	-
2-WMKK-6-50	18 MAY 2023	-	-
2-WMKK-6-51	25 MAR 2025	-	-
2-WMKK-6-52	25 MAR 2025	-	-
2-WMKK-6-53	25 MAR 2025	-	-
2-WMKK-6-54	25 MAR 2025	-	-
2-WMKK-6-55	25 MAR 2025	-	-
2-WMKK-6-56	18 MAY 2023	-	-
2-WMKK-6-57	25 MAR 2025	-	-
2-WMKK-6-58	25 MAR 2025	-	-
2-WMKK-6-59	25 MAR 2025	-	-
2-WMKK-6-60	25 MAR 2025	-	-
2-WMKK-7-1	10 SEP 2021	2-WMKK-7-1	19 FEB 2026
2-WMKK-7-7	10 SEP 2021	2-WMKK-7-7	19 FEB 2026
2-WMKK-7-13	10 SEP 2021	2-WMKK-7-13	19 FEB 2026
2-WMKK-7-19	23 MAY 2023	2-WMKK-7-19	19 FEB 2026
2-WMKK-7-23	18 MAY 2023	2-WMKK-7-23	19 FEB 2026
2-WMKK-7-27	18 MAY 2023	2-WMKK-7-27	19 FEB 2026
2-WMKK-7-28	18 MAY 2023	2-WMKK-7-28	19 FEB 2026
2-WMKK-7-29	18 MAY 2023	2-WMKK-7-29	19 FEB 2026
2-WMKK-7-31	23 MAY 2023	2-WMKK-7-31	19 FEB 2026
2-WMKK-7-32	23 MAY 2023	2-WMKK-7-32	19 FEB 2026
2-WMKK-7-33	23 MAY 2023	2-WMKK-7-33	19 FEB 2026
2-WMKK-7-34	18 MAY 2023	2-WMKK-7-34	19 FEB 2026
2-WMKK-7-35	18 MAY 2023	2-WMKK-7-35	19 FEB 2026
2-WMKK-7-36	18 MAY 2023	2-WMKK-7-36	19 FEB 2026
2-WMKK-7-37	31 DEC 2024	2-WMKK-7-37	19 FEB 2026
2-WMKK-7-38	18 MAY 2023	2-WMKK-7-38	19 FEB 2026
2-WMKK-7-39	30 JAN 2024	2-WMKK-7-39	19 FEB 2026
2-WMKK-7-40	30 JAN 2024	2-WMKK-7-40	19 FEB 2026
2-WMKK-7-41	30 JAN 2024	2-WMKK-7-41	19 FEB 2026
2-WMKK-7-42	30 JAN 2024	2-WMKK-7-42	19 FEB 2026
2-WMKK-7-43	30 JAN 2024	-	-
2-WMKK-7-44	30 JAN 2024	-	-
2-WMKK-7-45	30 JAN 2024	-	-
2-WMKK-7-46	30 JAN 2024	-	-
2-WMKK-7-47	30 JAN 2024	-	-
2-WMKK-7-48	30 JAN 2024	-	-

DESTROY		INSERT	
2-WMKK-7-49	30 JAN 2024	-	-
2-WMKK-7-50	30 JAN 2024	-	-
2-WMKK-8-1	10 SEP 2021	2-WMKK-8-1	19 FEB 2026
2-WMKK-8-3	16 JUL 2024	2-WMKK-8-3	19 FEB 2026
2-WMKK-8-5	30 JAN 2024	2-WMKK-8-5	19 FEB 2026
2-WMKK-8-7	18 MAY 2023	2-WMKK-8-7	19 FEB 2026
2-WMKK-8-9	16 JUL 2024	2-WMKK-8-9	19 FEB 2026
2-WMKK-8-11	18 MAY 2023	2-WMKK-8-11	19 FEB 2026
2-WMKK-8-13	18 MAY 2023	2-WMKK-8-13	19 FEB 2026
2-WMKK-8-15	18 MAY 2023	2-WMKK-8-15	19 FEB 2026
2-WMKK-8-19	30 JAN 2024	2-WMKK-8-19	19 FEB 2026
2-WMKK-8-21	18 MAY 2023	2-WMKK-8-21	19 FEB 2026
2-WMKK-8-23	18 MAY 2023	2-WMKK-8-23	19 FEB 2026
2-WMKK-8-25	18 MAY 2023	2-WMKK-8-25	19 FEB 2026
2-WMKK-8-27	18 MAY 2023	2-WMKK-8-27	19 FEB 2026
2-WMKK-8-29	18 MAY 2023	2-WMKK-8-29	19 FEB 2026
2-WMKK-8-31	23 APR 2024	2-WMKK-8-31	19 FEB 2026
2-WMKK-8-35	18 MAY 2023	2-WMKK-8-35	19 FEB 2026
2-WMKK-8-37	18 MAY 2023	2-WMKK-8-37	19 FEB 2026
2-WMKK-8-39	18 MAY 2023	2-WMKK-8-39	19 FEB 2026
2-WMKK-8-41	18 MAY 2023	2-WMKK-8-41	19 FEB 2026
2-WMKK-8-43	23 APR 2024	2-WMKK-8-43	19 FEB 2026
2-WMKK-8-47	18 MAY 2023	2-WMKK-8-47	19 FEB 2026
2-WMKK-8-51	18 MAY 2023	2-WMKK-8-51	19 FEB 2026
2-WMKL-1-2	23 APR 2024	2-WMKL-1-2	19 FEB 2026
2-WMKL-1-5	25 MAR 2025	2-WMKL-1-5	19 FEB 2026
2-WMKL-1-7	31 DEC 2024	2-WMKL-1-7	19 FEB 2026
2-WMKL-1-10	31 DEC 2024	2-WMKL-1-10	19 FEB 2026
2-WMKL-2-1	28 NOV 2024	2-WMKL-2-1	19 FEB 2026
2-WMKP-2-1	27 NOV 2025	2-WMKP-2-1	19 FEB 2026
2-WMKP-2-3	27 NOV 2025	2-WMKP-2-3	19 FEB 2026
2-WMKP-2-5	02 DEC 2025	2-WMKP-2-5	19 FEB 2026
2-WMSA-1-1	12 JUN 2025	2-WMSA-1-1	19 FEB 2026
2-WMSA-1-2	12 JUN 2025	2-WMSA-1-2	19 FEB 2026
2-WMSA-1-3	28 NOV 2024	2-WMSA-1-3	19 FEB 2026
2-WMSA-1-6	28 NOV 2024	2-WMSA-1-6	19 FEB 2026
2-WMSA-1-16	28 NOV 2024	2-WMSA-1-16	19 FEB 2026
2-WMSA-2-5	28 NOV 2024	2-WMSA-2-5	19 FEB 2026
2-WMSA-2-7	28 NOV 2024	2-WMSA-2-7	19 FEB 2026

DESTROY		INSERT	
2-WBGB-1-2	02 DEC 2025	2-WBGB-1-2	19 FEB 2026
2-WBGB-1-3	04 SEP 2025	2-WBGB-1-3	19 FEB 2026
2-WBGB-1-4	04 SEP 2025	2-WBGB-1-4	19 FEB 2026
2-WBGB-1-6	04 SEP 2025	2-WBGB-1-6	19 FEB 2026
2-WBGB-1-7	15 SEP 2022	2-WBGB-1-7	19 FEB 2026
2-WBGB-1-9	28 NOV 2024	2-WBGB-1-9	19 FEB 2026
2-WBGB-1-10	02 DEC 2025	2-WBGB-1-10	19 FEB 2026
2-WBGB-1-11	04 SEP 2025	2-WBGB-1-11	19 FEB 2026
2-WBGB-2-1	04 SEP 2025	2-WBGB-2-1	19 FEB 2026
2-WBGB-2-3	04 SEP 2025	2-WBGB-2-3	19 FEB 2026
2-WBGB-2-5	04 SEP 2025	2-WBGB-2-5	19 FEB 2026
2-WBGR-1-2	30 JAN 2024	2-WBGR-1-2	19 FEB 2026
2-WBGR-1-3	28 NOV 2024	2-WBGR-1-3	19 FEB 2026
2-WBGR-1-4	28 NOV 2024	2-WBGR-1-4	19 FEB 2026
2-WBGR-2-1	28 NOV 2024	2-WBGR-2-1	19 FEB 2026
2-WBGR-2-3	03 OCT 2024	2-WBGR-2-3	19 FEB 2026
2-WBGR-2-5	28 NOV 2024	2-WBGR-2-5	19 FEB 2026
2-WBKK-1-1	31 DEC 2024	2-WBKK-1-1	19 FEB 2026
2-WBKK-1-2	27 NOV 2025	2-WBKK-1-2	19 FEB 2026
2-WBKK-1-3	31 DEC 2024	2-WBKK-1-3	19 FEB 2026
2-WBKK-1-4	28 NOV 2024	2-WBKK-1-4	19 FEB 2026
2-WBKK-1-5	31 DEC 2024	2-WBKK-1-5	19 FEB 2026
2-WBKK-1-6	28 NOV 2024	2-WBKK-1-6	19 FEB 2026
2-WBKK-1-7	28 NOV 2024	2-WBKK-1-7	19 FEB 2026
2-WBKK-1-8	28 NOV 2024	2-WBKK-1-8	19 FEB 2026
2-WBKK-1-9	31 DEC 2024	2-WBKK-1-9	19 FEB 2026
2-WBKK-1-10	28 NOV 2024	2-WBKK-1-10	19 FEB 2026
2-WBKK-1-11	28 NOV 2024	2-WBKK-1-11	19 FEB 2026
2-WBKK-1-12	28 NOV 2024	2-WBKK-1-12	19 FEB 2026
2-WBKK-1-13	31 DEC 2024	2-WBKK-1-13	19 FEB 2026
2-WBKK-1-14	31 DEC 2024	2-WBKK-1-14	19 FEB 2026
-	-	2-WBKK-1-15	19 FEB 2026
-	-	2-WBKK-1-16	19 FEB 2026
-	-	2-WBKK-1-17	19 FEB 2026
-	-	2-WBKK-1-18	19 FEB 2026
2-WBKK-2-1	28 NOV 2024	2-WBKK-2-1	19 FEB 2026
2-WBKK-2-3	28 NOV 2024	2-WBKK-2-3	19 FEB 2026
2-WBKK-2-4	28 NOV 2024	2-WBKK-2-4	19 FEB 2026
2-WBKK-2-5	28 NOV 2024	2-WBKK-2-5	19 FEB 2026

DESTROY		INSERT	
2-WBKK-2-6	28 NOV 2024	2-WBKK-2-6	19 FEB 2026
2-WBKK-2-7	28 NOV 2024	2-WBKK-2-7	19 FEB 2026
2-WBKL-1-9	27 NOV 2025	2-WBKL-1-9	19 FEB 2026
2-WBKS-1-9	28 NOV 2024	2-WBKS-1-9	19 FEB 2026
2-WBKS-8-1	08 DEC 2022	2-WBKS-8-1	19 FEB 2026
2-WBKS-8-3	16 JUL 2024	2-WBKS-8-3	19 FEB 2026
2-WBKS-8-9	08 DEC 2022	2-WBKS-8-9	19 FEB 2026
2-WBKW-7-1	23 MAY 2023	2-WBKW-7-1	19 FEB 2026
2-WBGF-1-1	26 MAR 2020	2-WBGF-1-1	19 FEB 2026
2-WBGF-1-2	26 MAR 2020	2-WBGF-1-2	19 FEB 2026
2-WBGF-1-3	26 MAR 2020	2-WBGF-1-3	19 FEB 2026
2-WBGF-1-4	26 MAR 2020	2-WBGF-1-4	19 FEB 2026
2-WBGF-1-5	26 MAR 2020	2-WBGF-1-5	19 FEB 2026
2-WBGF-2-1	26 MAR 2020	2-WBGF-2-1	19 FEB 2026
2-WBGF-2-3	26 MAR 2020	2-WBGF-2-3	19 FEB 2026
2-WBGK-1-2	27 NOV 2025	2-WBGK-1-2	19 FEB 2026
2-WBGK-1-3	27 NOV 2025	2-WBGK-1-3	19 FEB 2026
2-WBGK-1-4	27 NOV 2025	2-WBGK-1-4	19 FEB 2026
2-WBGK-1-5	28 NOV 2024	2-WBGK-1-5	19 FEB 2026
2-WBGK-1-6	28 NOV 2024	2-WBGK-1-6	19 FEB 2026
2-WBGK-1-7	27 NOV 2025	2-WBGK-1-7	19 FEB 2026
2-WBGK-1-8	27 NOV 2025	2-WBGK-1-8	19 FEB 2026
2-WBGK-1-9	27 NOV 2025	2-WBGK-1-9	19 FEB 2026
2-WBGK-1-10	04 SEP 2025	2-WBGK-1-10	19 FEB 2026
2-WBGK-1-11	04 SEP 2025	2-WBGK-1-11	19 FEB 2026
2-WBGK-1-12	28 FEB 2023	2-WBGK-1-12	19 FEB 2026
-	-	2-WBGK-1-13	19 FEB 2026
-	-	2-WBGK-1-14	19 FEB 2026
2-WBGK-2-1	27 NOV 2025	2-WBGK-2-1	19 FEB 2026
2-WBGK-2-3	27 NOV 2025	2-WBGK-2-3	19 FEB 2026
2-WBGK-2-5	27 NOV 2025	2-WBGK-2-5	19 FEB 2026
2-WBGW-1-2	08 OCT 2024	2-WBGW-1-2	19 FEB 2026
2-WBGW-1-3	25 MAR 2025	2-WBGW-1-3	19 FEB 2026
2-WBGW-1-4	25 MAR 2025	2-WBGW-1-4	19 FEB 2026
2-WBGW-1-5	08 OCT 2024	2-WBGW-1-5	19 FEB 2026
2-WBGW-1-6	31 DEC 2024	2-WBGW-1-6	19 FEB 2026
2-WBGW-2-1	08 OCT 2024	2-WBGW-2-1	19 FEB 2026
2-WBGW-2-3	08 OCT 2024	2-WBGW-2-3	19 FEB 2026
2-WBTM-1-6	27 NOV 2025	2-WBTM-1-6	19 FEB 2026

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	A4607/25, A5353/25

- END -

GEN 0.3 RECORD OF AIP SUPPLEMENTS

NR / Year	Subject	AIP section(s) affected	Period of validity	Cancellation record
12/2023	KUALA LUMPUR INTERNATIONAL AIRPORT (WMKK) WORK IN PROGRESS	AD	09 MAR 2023 - UFN	
24/2023	MULU AIRPORT (WBMU) RUNWAY SURFACE CRACK AND DEPRESSION	AD	22 JUN 2023 - UFN	
49/2023	KUALA LUMPUR INTERNATIONAL AIRPORT (WMKK) TAXIWAY CLOSE FOR AIRCRAFT LONG LAYOVER PARKING (This AIP Supplement replaces AIP Supplement 19/2023)	AD	14 DEC 2023 - UFN	
50/2023	KUANTAN AIRPORT (WMKD) TWY F CLOSED AND ATIS UNSERVICEABLE	AD	21 DEC 2023 - UFN	
53/2023	SUBANG AIRPORT (WMSA) WIND SHEAR DETECTION SYSTEMS U/S	AD	28 DEC 2023 - UFN	
02/2024	KOTA BHARU / SULTAN ISMAIL PETRA AIRPORT (WMKC) TEMPORARY CHANGE OF OPEARATIONS HOURS FOR AERODROME AND APPROACH RADAR SERVICES	AD	22 FEB 2024 - UFN	
03/2024	JOHOR BAHRU / SENAI INTERNATIONAL AIRPORT (WMKJ) NDB JR U/S	AD	22 FEB 2024 - UFN	
05/2024	LAWAS AIRPORT (WBGW) TEMPORARY OBSTACLES - TOWER CRANE OPERATION	AD	25 JAN 2024 - UFN	
07/2024	KUCHING INTERNATIONAL AIRPORT (WBGG) TEMPORARY OBSTACLES - TOWER CRANE OPERATION	AD	25 JAN 2024 - UFN	
08/2024	KLUANG AIRSTRIP (WMAP) NDB AP U/S	AD	25 JAN 2024 - UFN	
20/2024	SANDAKAN AIRPORT (WBKS) CLOSURE OF GENERAL HELIPAD	AD	18 APR 2024 - UFN	
22/2024	KOTA KINABALU INTERNATIONAL AIRPORT (WBKK) PRECISION APPROACH LIGHT RUNWAY 02, AIRCRAFT STAND TAXI LANE, AND APRON TAXIWAY AT TERMINAL 1	AD	18 APR 2024 - UFN	
23/2024	KUALA LUMPUR INTERNATIONAL AIRPORT (WMKK) WORK IN PROGRESS (This AIP Supplement replaces AIP Supplement 39/2023)	AD	21 MAR 2024 - UFN	
25/2024	IPOH/SULTAN AZLAN SHAH AIRPORT (WMKI) AERODROME OBSTACLE	AD	21 MAR 2024 - UFN	
34/2024	LUMUT HELIPORT (WMLH) HELIPORT OBSTACLE	AD	16 MAY 2024 - UFN	
37/2024	ALOR SETAR / SULTAN ABDUL HALIM AERODROME (WMKA) UNSERVICEABLE OF TAXIWAY EDGE LIGHT	AD	11 JUL 2024 - UFN	
41/2024	KUALA LUMPUR INTERNATIONAL AIRPORT (WMKK) WORK IN PROGRESS	AD	13 JUN 2024 - UFN	
44/2024	PENANG INTERNATIONAL AIRPORT (WMKP) TAXIWAY E CLOSE FOR AIRCRAFT LONG LAYOVER PARKING	AD	05 SEP 2024 - UFN	
49/24	JOHOR BAHRU / SENAI INTERNATIONAL AIRPORT (WMKJ) TEMPORARY CHANGE OF OPERATIONS HOURS FOR AP-PROACH RADAR SERVICES.	AD	31 OCT 2024 - UFN	
53/24	LIMBANG AIRPORT (WBGJ) WORK IN PROGRESS	AD	03 OCT 2024 - UFN	
54/24	LIMBANG AIRPORT (WBGJ) WORK IN PROGRESS	AD	03 OCT 2024 - UFN	

NR / Year	Subject	AIP section(s) affected	Period of validity	Cancellation record
55/24	KUCHING INTERNATIONAL AIRPORT (WBGG) TEMPORARY OBSTACLES - TOWER CRANE OPERATION	AD	03 OCT 2024 - UFN	
62/24	BINTULU AIRPORT (WBGB) OBSTACLE	AD	28 NOV 2024 - UFN	
71/24	PENANG INTERNATIONAL AIRPORT (WMKP) RUNWAY CLOSURE SCHEDULE (This AIP Supplement replaces AIRAC AIP Supplement 43/2024)	AD	28 NOV 2024 - UFN	
72/24	IPOH / SULTAN AZLAN SHAH AIRPORT (WMKI) TEMPORARY CHANGES OF AERODROME OPERATION HOURS (This AIP Supplement replaces AIRAC AIP Supplement 47/2023)	AD	26 DEC 2024 - UFN	
01/25	KUCHING INTERNATIONAL AIRPORT (WBGG) RUNWAY CLOSURE SCHEDULE	AD	20 FEB 2025 - UFN	
02/25	KUALA LUMPUR INTERNATIONAL AIRPORT (WMKK) IMPLEMENTATION OF DEPARTURE CLEARANCE (DCL) VIA DATA LINK ON SELECTED ROUTES (This AIRAC AIP Supplement replaces AIRAC AIP Supplement 65/24)	AD	20 MAR 2025 - PERM	
04/25	IPOH / SULTAN AZLAN SHAH AIRPORT (WMKI) AERODROME OBSTACLE	AD	23 JAN 2025 - UFN	
06/25	MALACCA AIRPORT (WMKM) TEMPORARY CHANGES OF AERODROME OPERATION HOURS	AD	20 MAR 2025 - UFN	
08/25	KOTA KINABALU INTERNATIONAL AIRPORT (WBKK) SUSPENSION OF INSTRUMENT FLIGHT PROCEDURES FOR RUNWAY 02 AND 20	AD	20 MAR 2025 - UFN	
13/25	KUALA LUMPUR INTERNATIONAL AIRPORT (WMKK) SUSPENSION OF INSTRUMENT FLIGHT PROCEDURES FOR RUNWAY 14L, 14R, 15, 32R, 32L AND 33	AD	17 APR 2025 - UFN	
14/25	KUALA LUMPUR INTERNATIONAL AIRPORT (WMKK) TAXIWAY CENTRELINE LIGHTS S1 AND S8	AD	17 APR 2025 - UFN	
24/25	ALOR SETAR / SULTAN ABDUL HALIM AIRPORT (WMKA) TAXIWAY SURFACE CRACK	AD	15 MAY 2025 - UFN	
29/25	BINTULU / BINTULU AIRPORT (WBGB) CHANGES OF AIRCRAFT STAND CONFIGURATION	AD	10 JUL 2025 - PERM	
30/25	KUALA TERENGGANU / SULTAN MAHMUD AIRPORT (WMKN) TEMPORARY CHANGES OF AERODROME OPERATIONS HOURS	AD	10 JUL 2025 - UFN	
32/25	KOTA BHARU / SULTAN ISMAIL PETRA AIRPORT (WMKC) UPGRADING WORKS	AD	10 JUL 2025 - 30 JUN 2026	
33/25	KUANTAN AIRPORT (WMKD) CRANE OPERATION (This AIP Supplement replaces AIP Supplement 19/25)	AD	12 JUN 2025 - 06 JAN 2027	
34/25	MIRI AIRPORT (WBGR) BAY 1 CLOSED FOR UPGRADING WORK	AD	07 AUG 2025 - 19 FEB 2026	
35/25	TRIAL IMPLEMENTATION OF 30 NM PERFORMANCE-BASED SEPARATION (PBCS) MINIMA WITHIN KUALA LUMPUR FIR BAY OF BENGAL AREA	ENR	07 AUG 2025 - 07 AUG 2026	
39/25	PENANG INTERNATIONAL AIRPORT (WMKP) UPGRADING AND EXPANSION OF PENANG INTERNATIONAL AIRPORT, AIRSIDE FACILITIES - PAVEMENT WORKS AND OTHER ASSOCIATED WORKS. WORK SCHEDULE AND MOVEMENT AREAS RESTRICTIONS	AD	04 SEP 2025 - 01 JUL 2027	

NR / Year	Subject	AIP section(s) affected	Period of validity	Cancellation record
41/25	BAY OF BENGAL COOPERATIVE AIR TRAFFIC FLOW MANAGEMENT SYSTEM (BOBCAT) RESUMPTION AND PROCEDURES	ENR	04 SEP 2025 - UFN	
42/25	LABUAN AIRPORT (WBKL) INCONSISTENT INTERVAL DISTANCE OF APPROACH LIGHTING FOR RUNWAY 14	AD	04 SEP 2025 - 04 SEP 2027	
43/25	KUALA LUMPUR INTERNATIONAL AIRPORT AERODROME – WORK IN PROGRESS (UPGRADED VERSION OF ADVANCED VISUAL DOCKING GUIDANCE SYSTEM (AVDGS) AT TERMINAL 2)	AD	04 SEP 2025 - 14 FEB 2027	
44/25	KOTA KINABALU INTERNATIONAL AIRPORT (WBKK) FREQUENCY LIMITATION	AD	04 SEP 2025 - UFN	
45/25	LABUAN AIRPORT (WBKL) HIGH TREES CAUSE OBSTRUCTED LINE-OF-SIGHT TO TOWER	AD	04 SEP 2025 - UFN	
46/25	LABUAN AIRPORT (WBKL) ILS LIMITATION	AD	04 SEP 2025 - UFN	
47/25	TRIAL IMPLEMENTATION OF ATFM MEASURE WITH CALCULATED TAKE-OFF TIME (CTOT) FOR DEPARTURES FROM KOTA KINABALU (KK) FIR TO KUALA LUMPUR INTERNATIONAL AIRPORT (WMKK)	AD	04 SEP 2025 - UFN	
48/25	KOTA KINABALU INTERNATIONAL AIRPORT (WBKK) CHANGES OF THE AIRCRAFT STANDS, TAXIWAYS AND RUNWAY CONFIGURATIONS	AD	02 OCT 2025 - PERM	
50/25	KUALA LUMPUR INTERNATIONAL AIRPORT (WMKK) PERMANENT IMPLEMENTATION OF SIMULTANEOUS INDEPENDENT PARALLEL APPROACHES BASED ON THE DIRECTION OF FLIGHTS AT KUALA LUMPUR INTERNATIONAL AIRPORT (KLIA)	AD	02 OCT 2025 - PERM	
51/25	KUALA LUMPUR INTERNATIONAL AIRPORT (WMKK) PERMANENT IMPLEMENTATION OF SIMULTANEOUS INDEPENDENT PARALLEL DEPARTURE ON TRIPLE RUNWAY OPERATION AT KUALA LUMPUR INTERNATIONAL AIRPORT (KLIA)	AD	02 OCT 2025 - PERM	
52/25	BINTULU AIRPORT (WBGB) APPROACH LIGHTING SYSTEM FOR RWY 17 OPERATING WITH ALTERNATE CONGIFURATION	AD	30 OCT 2025 - UFN	
53/25	TRIAL IMPLEMENTATION OF DIRECT ROUTE OPERATIONS (DRO) WITHIN KOTA KINABALU FIR (KK FIR)	ENR	27 NOV 2025 - 14 MAY 2026	
54/25	KUALA LUMPUR INTERNATIONAL AIRPORT (WMKK) STOPBAR LIGHTS UNSERVICEABLE AT TWY INT Q5–Q7	AD	27 NOV 2025 - UFN	
55/25	KUALA LUMPUR INTERNATIONAL AIRPORT (WMKK) SEQUENCE FLASHING LIGHT (SFL) RWY 14R	AD	27 NOV 2025 - UFN	
56/25	SANDAKAN AIRPORT (WBKS) SUSPENSION OF INSTRUMENT FLIGHT PROCEDURES FOR RUNWAY 08 AND 26	AD	27 NOV 2025 - UFN	
57/25	KOTA BHARU / SULTAN ISMAIL PETRA AIRPORT (WMKC) CLOSURE OF TAXIWAY H AND GENERAL AVIATION (GA) APRON	AD	27 NOV 2025 - UFN	
58/25	SUBANG / SULTAN ABDUL AZIZ SHAH AIRPORT (WMSA) NDB CE U/S	AD	25 DEC 2025 - UFN	
59/25	ALOR SETAR / SULTAN ABDUL HALIM AIRPORT (WMKA) ALOR STAR DVOR/DME VAS U/S	AD	25 DEC 2025 - UFN	

NR / Year	Subject	AIP section(s) affected	Period of validity	Cancellation record
60/25	TRIAL IMPLEMENTATION OF DATA LINK AUTOMATIC TERMINAL INFORMATION SERVICE (D-ATIS) AT KUALA LUMPUR INTERNATIONAL AIRPORT (WMKK)	AD	25 DEC 2025 - 13 MAY 2026	
61/25	KUANTAN AIRPORT (WMKD) ATIS U/S	AD	25 DEC 2025 - UFN	
62/25	KUALA LUMPUR INTERNATIONAL AIRPORT (WMKK) KUALA LUMPUR DVOR/DME VKL WITHDRAWN FOR MAINTENANCE	AD	25 DEC 2025 - 25 DEC 2026	
63/25	LIMBANG AIRPORT (WBGJ) TEMPORARY CHANGES OF AERODROME OPERATIONS HOURS	AD	25 DEC 2025 - 24 DEC 2026	
64/25	KUANTAN AIRPORT (WMKD) CRANE OPERATIONS	AD	27 NOV 2025 - 17 JUL 2026	
01/26	PENANG INTERNATIONAL AIRPORT (WMKP) UPGRADING AND EXPANSION OF PENANG INTERNATIONAL AIRPORT, AIRSIDE FACILITIES - PAVEMENT WORKS AND OTHER ASSOCIATED WORKS. WORK SCHEDULE AND MOVEMENT AREAS RESTRICTIONS.		22 JAN 2026 - 01 JUL 2027	
02/26	IPOH / SULTAN AZLAN SHAH AIRPORT (WMKI) RESTRICTED OPERATIONS OF TWY C		22 JAN 2026 - UFN	
03/26	LIMBANG AIRPORT (WBGJ) PROPOSED LIMBANG AIRPORT RUNWAY EXTENSION CHANGES TO RUNWAY DECLARED DISTANCES		22 JAN 2026 - 24 DEC 2026	
04/26	KUCHING INTERNATIONAL AIRPORT (WBGG) PROPOSED NEW ROYAL MALAYSIA POLICE AIR OPERATIONS FORCE BASE, SARAWAK		22 JAN 2026 - 30 JUN 2026	
05/26	KUANTAN AIRPORT (WMKD) KUANTAN DVOR/TAC VKN UNSERVICEABLE		22 JAN 2026 - 19 NOV 2026	
06/26	KUANTAN AIRPORT (WMKD) CRANE OPERATIONS		22 JAN 2026 - 31 DEC 2027	

GEN 0.4 CHECKLIST OF AIP PAGES

Page	Date
PART 1 - GENERAL (GEN)	
GEN 0.	
0.1-1	12 AUG 2021
0.1-2	02 DEC 2025
0.1-3	02 DEC 2025
0.1-4	25 MAR 2021
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0.3-3	19 FEB 2026*
0.3-4	19 FEB 2026*
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0.4-13	19 FEB 2026*
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0.6-2	25 MAR 2021
0.6-3	25 MAR 2021
0.6-4	25 MAR 2021
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1.1-4	31 DEC 2024
1.1-5	31 DEC 2024
1.1-6	31 DEC 2024
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1.3-2	16 AUG 2018
1.3-3	16 AUG 2018
1.3-4	16 AUG 2018
1.3-5	16 AUG 2018
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1.4-3	16 AUG 2018
1.4-4	16 AUG 2018
1.4-5	13 AUG 2020
1.4-6	16 AUG 2018
1.4-7	16 AUG 2018
1.4-8	13 AUG 2020
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1.5-2	16 AUG 2018
1.6-1	13 AUG 2020
1.6-2	16 AUG 2018
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1.7-2	25 MAR 2021
1.7-3	20 MAY 2021
1.7-4	25 MAR 2021
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1.7-6	25 MAR 2021
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2.2-4	25 MAR 2021
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2.2-6	25 MAR 2021
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2.4-3	15 AUG 2019
2.4-4	16 AUG 2018
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GEN 3.	
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3.2-12	17 JUN 2025
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3.2-14	25 MAR 2025
3.2-15	09 SEP 2025
3.2-16	02 DEC 2025
3.2-17	04 SEP 2025
3.2-18	12 JUN 2025

Page	Date
3.3-1	26 MAY 2022
3.3-2	25 MAR 2021
3.3-3	31 DEC 2024
3.3-4	31 DEC 2024
3.3-5	04 SEP 2025
3.3-6	04 SEP 2025
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3.4-2	02 DEC 2025
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3.4-4	17 JUN 2025
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3.6-8	31 DEC 2024
GEN 4.	
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4.1-2	20 MAY 2021
4.2-1	02 DEC 2025
4.2-2	02 DEC 2025
PART 2 - EN-ROUTE (ENR)	
ENR 0.	
0.6-1	26 MAR 2020
0.6-2	25 MAR 2021
0.6-3	25 MAR 2021
0.6-4	25 MAR 2021
ENR 1.	
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1.1-26	09 SEP 2025
1.1-27	09 SEP 2025
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1.3-2	16 AUG 2018
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1.5-3	16 AUG 2018
1.5-4	16 AUG 2018
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1.6-10	28 FEB 2023
1.6-11	28 FEB 2023
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1.7-2	16 AUG 2018
1.7-3	16 AUG 2018
1.7-4	16 AUG 2018
1.7-5	26 MAR 2020
1.7-6	16 AUG 2018
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1.8-2	04 SEP 2025
1.8-3	25 MAR 2021
1.8-4	25 MAR 2021
1.8-5	25 MAR 2021
1.8-6	03 MAR 2022
1.8-7	25 MAR 2021
1.8-8	13 AUG 2020
1.8-9	07 NOV 2019
1.8-10	07 NOV 2019
1.8-11	07 NOV 2019
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1.8-13	23 APR 2024
1.8-14	23 APR 2024
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1.8-17	27 NOV 2025
1.8-18	27 NOV 2025
1.8-19	19 FEB 2026*
1.8-20	19 FEB 2026*
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1.8-23	27 NOV 2025
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1.9-3	16 AUG 2018
1.9-4	16 AUG 2018
1.9-5	16 AUG 2018
1.9-6	16 AUG 2018
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1.10-2	03 OCT 2024
1.10-3	09 SEP 2025
1.10-4	03 OCT 2024
1.11-1	03 OCT 2024
1.11-2	03 OCT 2024
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1.12-2	16 AUG 2018
1.12-3	16 AUG 2018
1.12-4	16 AUG 2018
1.13-1	16 AUG 2018
1.13-2	16 AUG 2018
1.14-1	23 APR 2024
1.14-2	30 JAN 2024
ENR 2.	
2.1-1	25 MAR 2025
2.1-2	25 MAR 2025
2.1-3	19 FEB 2026*
2.1-4	25 MAR 2025
2.1-5	25 MAR 2025
2.1-6	25 MAR 2025
2.1-7	19 FEB 2026*
2.1-8	04 SEP 2025
2.1-9	09 SEP 2025
2.1-10	16 JUL 2024
2.1-11	16 JUL 2024
2.1-12	16 JUL 2024
2.1-13	16 JUL 2024
2.1-14	16 JUL 2024
2.1-15	16 JUL 2024
2.1-16	16 JUL 2024
2.1-17	16 JUL 2024
2.1-18	16 JUL 2024
2.1-19	16 JUL 2024
2.1-20	16 JUL 2024
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2.1-22	16 JUL 2024
2.1-23	16 JUL 2024
2.1-24	16 JUL 2024
2.1-25	16 JUL 2024
2.1-26	16 JUL 2024
2.1-27	04 SEP 2025
2.1-28	16 JUL 2024
2.1-29	16 JUL 2024

Page	Date
2.1-30	16 JUL 2024
2.2-1	16 AUG 2018
2.2-2	16 AUG 2018
ENR 3.	
3.1-1	10 AUG 2023
3.1-2	13 AUG 2020
3.1-3	28 MAR 2019
3.1-4	13 AUG 2020
3.1-5	20 MAY 2021
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KL INTERNATIONAL / SEPANG

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2-WBKK-8-7	15 SEP 2022
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2-WBKL-8-3	08 DEC 2022
2-WBKL-8-4	08 DEC 2022

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LONG SERIDAN	
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2-WBGK-8-4	08 DEC 2022
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2-WBGK-8-6	08 SEP 2022
2-WBGK-8-7	04 SEP 2025

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MARUDI	
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BAKELALAN	
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2-WBGW-2-4	28 MAR 2019
BARIO	
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2-WBKT-2-4	28 MAR 2019
TANJUNG MANIS	
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2-WBTM-1-5	27 NOV 2025
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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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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
		AKMIS Y508 NIREN
	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
WMKJ	WMKN / WMPR	ADLOV DCT VMR B469 VPK M751 GUNBO
		ADLOV DCT VMR B469 VPK W540 GUNBO (FOR FL230 AND BELOW)
	WMKP	AROSO 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
		RUVTO Y509 ANGUN Y508 NIREN
	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
		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
		UDIKO Y508 NIREN
	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 destination WMKK shall refer to AIP AD 2.22.11 for detailed information pertaining to the Point Merge Systems (PMS) and runway mode operation for arrivals to WMKK

1.8.6.3 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	OPOMO W546 VPG G468 GUNIP B466 ANOKO (FL270 AND BELOW)
		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

1.8.6.4 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	AROSO Y513 KALIL Y504 BILIK Y506 VPG DCT OMBUL
		A457	A457 VPG DCT OMBUL (FOR FL220 AND BELOW)
	WMKB	AROSO	AROSO Y513 KALIL Y504 BILIK Y506 GORVU DCT VBT
		A457	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	AROSO Y513 KALIL Y504 BILIK Y506 TEPUS
		A457	A457 TEPUS (FOR FL220 AND BELOW)
	WMKK	A457	A457 GUPTA
	WMKL	AROSO	AROSO Y513 KALIL Y504 BILIK Y506 VPG W525 KAPKO
		A457	A457 VPG W525 KAPKO (FOR FL220 AND BELOW)
	WMKM	A457	A457 GUPTA
	WMKN / WMPR	VMR	B469 VPK M751 GUNBO
			B469 VPK W540 GUNBO (FOR FL230 AND BELOW)
	WMKP	AROSO	AROSO Y513 KALIL Y504 BILIK Y506 GORVU
		A457	A457 TEPUS Y506 GORVU (FOR FL220 AND BELOW)
	WMSA	A457	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
			DALAN B579 VPL Y503 RINBA Y507 KAKAK
		KARMI	KARMI Y507 KAKAK
			KARMI Y508 NIREN
		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
			EMRAN L510 GIVAL P628 VPL Y503 RINBA Y507 KAKAK
		IGOGU	IGOGU N571 GUNIP Y347 KAKAK
			IGOGU N571 GUNIP M630 NIREN
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 B579 VPL W525 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	WMSA	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
Chennai FIR		ANOKO	ANOKO B466 GUNIP R467 GOBAS
		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

1.8.6.5 Flights Overflying Kuala Lumpur FIR

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

1.8.6.5.1.1 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

1.8.6.5.1.2 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.

1.8.6.5.1.3 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.

1.8.6.5.1.4 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.

1.8.6.5.1.5 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.

1.8.6.5.1.6 Contingency Event

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

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

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

1	Unit Providing Service 2	Call Sign Languages HR 3	FREQ Purpose 4	Remarks 5
SELETAR CTR 'B' That part of Seletar CTR bounded by 012825N 1035009E, 012900N 1035425E, 012534N 1035454E, thence along the Peninsular Malaysia/Singapore International Boundary to 012808N 1035010E then 012825N 1035009E. 3 000 FT ALT GND / SEA	Seletar Tower	Seletar Tower English H24	118.450 MHz (PRY) 130.200 MHz (SRY) 270.400 MHz	Seletar CTR 'B' will be activated only with prior approval of Johor Bahru ATC.
PAYA LEBAR CTR That part of Paya Lebar CTR bounded by 013300N 1040149E, 013200N 1035344E, 012534N 1035454E, thence along the Peninsular Malaysia/ Singapoe International Boundary to 012516N 1035812E to 013300N 1040149E 3 000 FT ALT GND / SEA	Paya Lebar Tower	Paya Lebar Tower English	118.050 MHz 263.100 MHz	Northern Transit Corridor. RSAF military acft (with the exception of trainer acft) using the North transit corridor will enter the airspace over Johor at or above 5 000 FT. RSAF trainer acft using the North transit corridor will enter the airspace over Johor at or above 2000 FT.
KOTA KINABALU FIR				
KOTA KINABALU FLIGHT INFORMATION REGION 0825N 11630E, 0730N 11730E, 0400N 12000E, 0400N 11800E thence along the INTL BDRY of Sabah / Sarawak and Indonesia to a point 0100N 10854E, 0100N 10830E, 0215N 10830E to 0825N 11630E. UNL GND / SEA	KOTA KINABALU ACC	Kinabalu Radar English H24	126.100 MHz (PRI) 128.750 MHz (SRY) 128.300 MHz (PRI) 125.950 MHz (SRY)	VHF RDO FREQ 132.45 MHZ. Operating at flexible HR.
	KUCHING ACC	Kuching Radar English H24	132.350 MHz (PRI) 133.950 MHz (SRY) 134.500 MHz (PRI) 125.350 MHz (SRY)	
KUCHING FLIGHT INFORMATION SERVICES West of the line 040701N 1105353E (RDL294 VBU 139 DME) - Bintulu DVOR/DME VBU - Long Geng 023700N 1140800E - Bkt Batu 021500N 1134200E - Bkt Tunggal 013500N 1125900E 6500FT GND / SEA	KUCHING ACC	Kuching Information English HJ	134.75 MHz (PRI)	Flight operating over the sea shall remain in communication with the nearest ATS Unit. If unable to contact nearest ATS Units or Kuching Info within the mentioned airspace (Except between Sibu and Bintulu CTRS) Pi-lot shall follow TFC info broadcast by ACFT (TIBA) procedure.

1	Unit Providing Service 2	Call Sign Languages HR 3	FREQ Purpose 4	Remarks 5
KOTA KINABALU TERMINAL AREA Area contained within an arc of 50 NM radius centred on BRU DVOR/DME (045229N 1145308E) FM 050600N 1140450E to 052940N 1141950E thence a straight line to 063120N 1152850E thence an arc of 50 NM radius centred on VJN DVOR/DME (055357.3N 1160202.3E) clockwise to 051640N 1163510E thence a straight line to 042240N 1153425E thence a straight line to 045220N 1151200E thence an arc of 17 NM radius centred on Brunei ARP (045641N 1145532E) anti-clockwise to 051300N 1045040E thence a straight line to 050600N 1140450E. FL 245 3 000 FT ALT	KOTA KINABALU ACC	Kinabalu Radar (FL 150 and above) English H24	126.100 MHz (PRI) 128.750 MHz (SRY)	VHF RDO FREQ 132.450 MHZ. Operating at flexible HR.
		Kinabalu Tower (Below FL 150) English H24	119.100 MHz	
KUCHING TERMINAL AREA Area contained within positions commencing clockwise from 015040N 1093330E along the arc of a circle 50 NM centred on VKG DVOR/ DME (012824N 1101830E) to 010200N 1110100E, thence along the national boundary of Malaysia/Indonesia to 015040N 1093330E. FL 245 2 500 FT ALT	KUCHING ACC	Kuching Radar (Above FL 150) English H24	132.350 MHz (PRI) 133.950 MHz (SRY) 134.500 MHz (PRI) 125.350 MHz (SRY)	ACFT wishing to join or cross Kuching TMA should obtain ATC clearance not later than 10 minutes on VHF RTF or 20 minutes on HF RTF before joining or crossing. Designated reporting points a) CTR BDRY b) TMA BDRY c) Lundu d) Santubong e) Tanjung Dato f) Simunjan g) Bau h) Triso i) Muara Tebas
		Kuching Radar (Below FL 150) English H24	120.200 MHz (PRI)	
BRUNEI TERMINAL CONTROL AREA Area contained within arc of a circle 50 NM radius centred on BRU DVOR/DME (045229N 1145308E) clockwise FM 041510N 1152605E to 050600N 1140450E thence a straight line to051300N 1145040E thence an arc of 17 NMradius centred on Brunei ARP (045641N 1145532E) clockwise to 045220N 1151200Ethence a straight line to 042240N 1153425Ethence a straight line to 041510N 1152605E. FL 145 3 000 FT ALT	Brunei Control / Approach	Brunei Approach English H24	121.300 MHz 119.200 MHz	

Route designator (RNP/RNAV[1]) Name of significant points Coordinates	Track MAG VOR RDL DIST (COP)	Upper limits / Lower limits or Minimum altitude[2] Airspace classification	Lateral limits NM	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit channel Logon address
1	2	3	4	5		6
G334						
▲ KUALA LUMPUR DVOR/DME (VKL)						
024328N 1014417E	085° / 265°	FL 285 / 6 500 FT AMSL	20			a) 10 MIN longitudinal separation BTN RNAV-equipped ACFT applying Mach number technique.
SAROX	56.3 NM	Class A				
△ 024802N 1024019E	085° / 265°	7 000 FT				b) 15 MIN longitudinal separation BTN other ACFT.
UKASA	58.9 NM					
△ 025245N 1033901E	086° / 266°					c) Tolerances of AWY infringe WMD222 (Military activity - activated by NOTAM).
IDEMO	27.1 NM			↑		d) No Pre Departure Coordination (No PDC) arrangement:
△ 025431N 1040603E	095° / 275°	FL 285 / FL 240		↓		
KIBOL (FIR BDRY)	22.4 NM	Class A				i) Flights departing from Peninsular Malaysia to airports in Kota Kinabalu FIR via G334 will be cleared to FL250 / FL270. Succeeding ACFT may be cleared to the same level provided 10 mins longitudinal separation using Mach number technique exists with no closing speed.
▲ 025224N 1042818E	098° / 278°	FL 250				
BUNTO	92.3 NM					
▲ 024200N 1060000E	092° / 272°					ii) Flights departing from airports in Kota Kinabalu FIR to Peninsular Malaysia will be cleared to FL260 / FL280. Succeeding ACFT may be cleared to the same level provided 10 MIN longitudinal separation using Mach number technique exists with no closing speed.
KAMIN (FIR BDRY)	175.9 NM					
▲ 023442N 1085536E	096° / 276°	FL 460 / 6 500 FT AMSL				e) Non-PBN and Non-RVSM equipped ACFT on G334 to DEST other than WMKK to flight plan via G334 KIBOL VPK.
PILAX	148.8 NM	Class A				
▲ 021850N 1112326E	096° / 276°	7 000 FT				f) Alternative route to G334 for Non-PBN equipped ACFT may flight plan via G580 HOSBA VJB A457.
	37.0 NM					g) Non-PBN and Non-RVSM equipped ACFT on G334 for DEP other than WMKK to flight plan via VPK KIBOL G334.
						h) Alternative RTE to G334 for Non-PBN equipped ACFT may FPL via A464 TOPOR W534 VJB HOSBA G580.
						Controlling Authority:
						KUALA LUMPUR RADAR FREQ: (PRI) 132.600 MHz (PRI) 128.125 MHz (SRY)133.650 MHz
SIBU DVORDME (VSI)				↑		
▲ 021448N 1120012E						

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

Route designator (RNP/RNAV[1]) Name of significant points Coordinates	Track MAG VOR RDL DIST (COP)	Upper limits / Lower limits or Minimum altitude[2] Airspace classification	Lateral limits NM	Direction of cruising levels: Odd	Direction of cruising levels: Even	Remarks Controlling unit channel Logon address
1	2	3	4	5		6
G460						
KUCHING DVOR/DME (VKG)						
012824N 1101842E	066° / 246°	FL 460 / 6 500 FT AMSL	20	↓		**Controlling Authority:**
SIBU DVOR/DME (VSI)	112.0 NM	Class A				1a. VKG DVOR/DME to VBU DVOR/DME: KUCHING RADAR (H24) FREQ:(PRI) 134.500 MHz (SRY)125.350 MHz
021448N 1120012E	048° / 228°	7 000 FT				1b. Except from VKG DVOR/DME to VBU DVOR/DME: KUCHING RADAR 0000UTC - 0800UTC daily FREQ:(PRI) 132.350 MHz (SRY)133.950 MHz
BINTULU DVOR/DME (VBU)	82.0 NM					
030914N 1130048E	047° / 227°					2. Except Sibu/Bintulu Control Zone: VBU DVOR/DME to BRU DVOR/DME KOTA KINABALU ACC FREQ:128.300 MHz
KADMO	91.0 NM					
041215N 1140808E	047° / 227°					3. Except that part of AWY within: a) Brunei TMA BRUNEI APPROACH FREQ: 127.100 MHz
BRUNEI DVOR/DME (BRU)	61.0 NM					
045229N 1145308E	042° / 222°					b) Miri TMA MIRI APPROACH FREQ:(PRI) 129.900 MHz (SRY) 122.700 MHz
LABUAN DVOR/DME (VLB)	33.4 NM					
051723N 1151529E	052° / 232°					4. VLB DVOR/DME to VJN DVOR/DME: a. KOTA KINABALU ACC FREQ:126.100 MHz Except Labuan Control Zone
	59.5 NM					
KOTA KINABALU DVOR/DME (VJN)				↑		b. LABUAN APPROACH FREQ:119.700 MHz
055357N 1160202E						

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

Route designator (RNP/RNAV[1]) Name of significant points Coordinates	Track MAG VOR RDL DIST(COP)	Upper limits / Lower limits or Minimum altitude[2] Airspace classification	Lateralli mitsNM	Direction of cruising levels Odd	Direction of cruising levels Even	Remarks Controlling unit channel Logon address
1	2	3	4	5		6
G466						
▲ KUALA LUMPUR DVOR/DME (VKL)						
024328N 1014417E	010° / 190°	FL 460 / 10 500 FT AMSL	20	↓		**Controlling Authority:**
△ PULIP	57.5 NM	Class A				Above FL 300 KUALA LUMPUR RADAR FREQ: (PRI)125.325 MHZ (SRY)129.75 MHZ
034024N 1015348E	010° / 190°	11000 FT				
△ RUPOS	112.9 NM					FL 300 and below: KUALA LUMPUR RADAR FREQ: (PRI)134.25 MHZ (SRY)129.75 MHZ
053214N 1021233E	010° / 190°	FL 460 / 7500 FT AMSL				
△ EMPUR	12.6 NM	Class A				
054446N 1021437E	010° / 190°	8000 FT				Within KOTA BHARU TMA/ CTR (Below FL 145) FREQ: (PRI) 120.85 MHZ (SRY) 130.30 MHZ
	25.3 NM			↑		KOTA BHARU TOWER FREQ: 122.50 MHZ
▲ KOTA BHARU DVOR/DME (VKB)						
060948.30N 1021851.10E						

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

Route designator (RNP/RNAV[1]) Name of significant points Coordinates	Track MAG VOR RDL DIST (COP)	Upper limits / Lower limits or Minimum altitude[2] Airspace classification	Lateral limits NM	Direction of cruising levels: Odd	Direction of cruising levels: Even	Remarks Controlling unit channel Logon address
1	2	3	4	5		6
G468						
▲ PENANG DVOR/DME (VPG) 051646N 1001539E	223° 043°	FL 460 6 500 FT AMSL	20	↓		**Controlling Authority:**
	11.7 NM	Class A				Above FL 300 KUALA LUMPUR RADAR FREQ: (PRI)120.575 MHZ (SRY)132.55 MHZ
△ ANGUN 050809N 1000736E	223° 043°	7 000 FT				
	52.2 NM					FL 300 and below: KUALA LUMPUR RADAR FREQ: (PRI)132.80 MHZ (SRY)132.55 MHZ
△ GUNIP 042953N 0993150E	223° 043°					
	17.1 NM					Within Butterworth TMA (Below FL 245)
					↑	BUTTERWORTH RADAR FREQ: (PRI)125.925 MHZ (SRY) 120.975 MHZ
▲ GOTLA (FIR BDRY) 041729N 0991956E						

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).

3.5.13.3 VISUAL FLIGHT RULE (VFR) LANE KUANTAN

3.5.13.3.1 DESCRIPTION

a) VFR routes are provided to allow transit through the Kuantan CTR, VFR access to northbound via Kerteh CTR and southbound,

b) VFR routes apply only to controlled airspace. However, VFR routes are described from/to the first significant visual fix outside controlled airspace,

c) Aircraft flying over water are to comply with statutory requirement included in ICAO Annex 6 - Part 11,MCAR 2016 or any subsidiary legislation that outlined guidelines for over-water flying,

d) In real time situations where any training area is active, aircraft may be rerouted to avoid the area,

e) Airspace classification is Class C and hours of operation is HJ for all VFR lanes.

3.5.13.3.2 VFR LANE

a) VFR Lane 1

Nenasi (2000FT) - Pekan (2000FT) - Kuantan Town (2000FT) - TG Gelang (2000FT) - Chukai (2000FT)

b) VFR Lane 2 Alpha

Maran (2000FT) - Gambang (1000FT) - SG Lembing (2000FT) - Chukai (2000FT)

c) VFR Lane 2 Bravo

Maran (2000FT) - Lepar (1000FT) - Nenasi (2000FT)

d) VFR Lane 3

Muadzam (2000FT) - Lepar (1000FT) - Gambang (1000FT)

3.5.13.3.3 LIST OF VISUAL FIX.

Visual fix listed in the table below shall be used during flight planning process :

NO	VISUAL FIX	ABBREVIATION	LANDMARK	COORDINATE
1.	NENASI	NNASI	Nenasi River Mouth	030425N 1032620E
2.	PEKAN	PKN	Pekan Bridge	033020N 1032328E
3.	KUANTAN TOWN	KTO	Tower 188	034814N 1031939E
4.	TANJUNG GELANG	TGL	Kuantan Port	035900N 1032500E
5.	CHUKAI	CUKAI	Kuala Kemaman	041410N 1032655E
6.	MARAN	MARAN	Highway Y- Junction	033452N 1024555E
7.	GAMBANG	GMBNG	IIUM Gambang Complex	034324N 1030331E
8.	LEPAR	LEPAR	Lepar Bridge	032930N 1030544E
9.	MUADZAM	MUAZM	4-Junction Flyover Kuantan-Segamat Highway	030420N 1030412E
10.	SUNGAI LEMBING	SGL	Football Field Sg Lembing	035455N 1030202E

3.5.13.4 VFR LANE SYSTEM - KOTA KINABALU CONTROL ZONE AND TMA

3.5.13.4.1 Lane Description

Five (5) lanes are introduced to accommodate VFR flight for light aircraft and helicopters to facilitate their movement into and out of Kota Kinabalu International Airport as follows:

WBKKR1 - Pulau Sulug - not above 1500 FT - Pulau Tiga - not above 1500 FT - Kuala Penyu.

WBKKR2 - Kepayan - not above 1000 FT - East of Kinarut Town - not above 1000 FT - East of Kawang - not above 1500 FT - East of Papar - not above 1500 FT - Bongawan.

WBKKR3 - Kepayan - not above 1000 FT - East of Inanam Town - not above 1000 FT - East of Telipok.

WBKKR4 - East of Telipok - not above 2000 FT - Kampung Kiulu - not above 3000 FT - Kampung Balabakan not above 6000 FT - Ranau

WBKKR5 - Pulau Sulug - not above 1000 FT - West of Pulau Gaya - not above 1000 FT - West of Hill 1040 - not above 1000 FT - Tanjung Dalit - not above 1000 FT - Kota Belud.

3.5.13.4.2 VFR Tracks (Heading)

WBKKR1 - PULAU SULUG ← 056° - 25NM - 236° → PULAU TIGA ← 021° - 10NM - 201° → KUALA PENYU

WBKKR2 - KEPAYAN ← 360° - 6NM - 180° → EAST OF KINARUT ← 028° - 3.5NM - 208° → EAST OF KAWANG ← 066° - 6NM - 246° EAST OF PAPAR 026° - 13NM - 206° - BONGAWAN

WBKKR3 - KEPAYAN ← 226° - 6NM - 046° → EAST OF INANAM ← 212°- 7NM - 032° → EAST OF TELIPOK

WBKKR4 - EAST OF TELIPOK ← 294° - 5NM - 114° → KAMPUNG KIULU ← 295° - 10NM - 115° → KAMPUNG BALABAKAN ← 295° - 14NM - 115° → RANAU

WBKKR5 - PULAU SULUG ← 185° - 5NM - 005° → WEST OF PULAU GAYA ← 234° - 5NM - 054° → WEST OF HILL 1040 ← 233° - 5NM - 053°→ TANJONG DALIT ← 235° - 19NM - 055° → KOTA BELUD

3.5.13.4.3 The geographical reporting points used for VFR Lanes are as follows:-

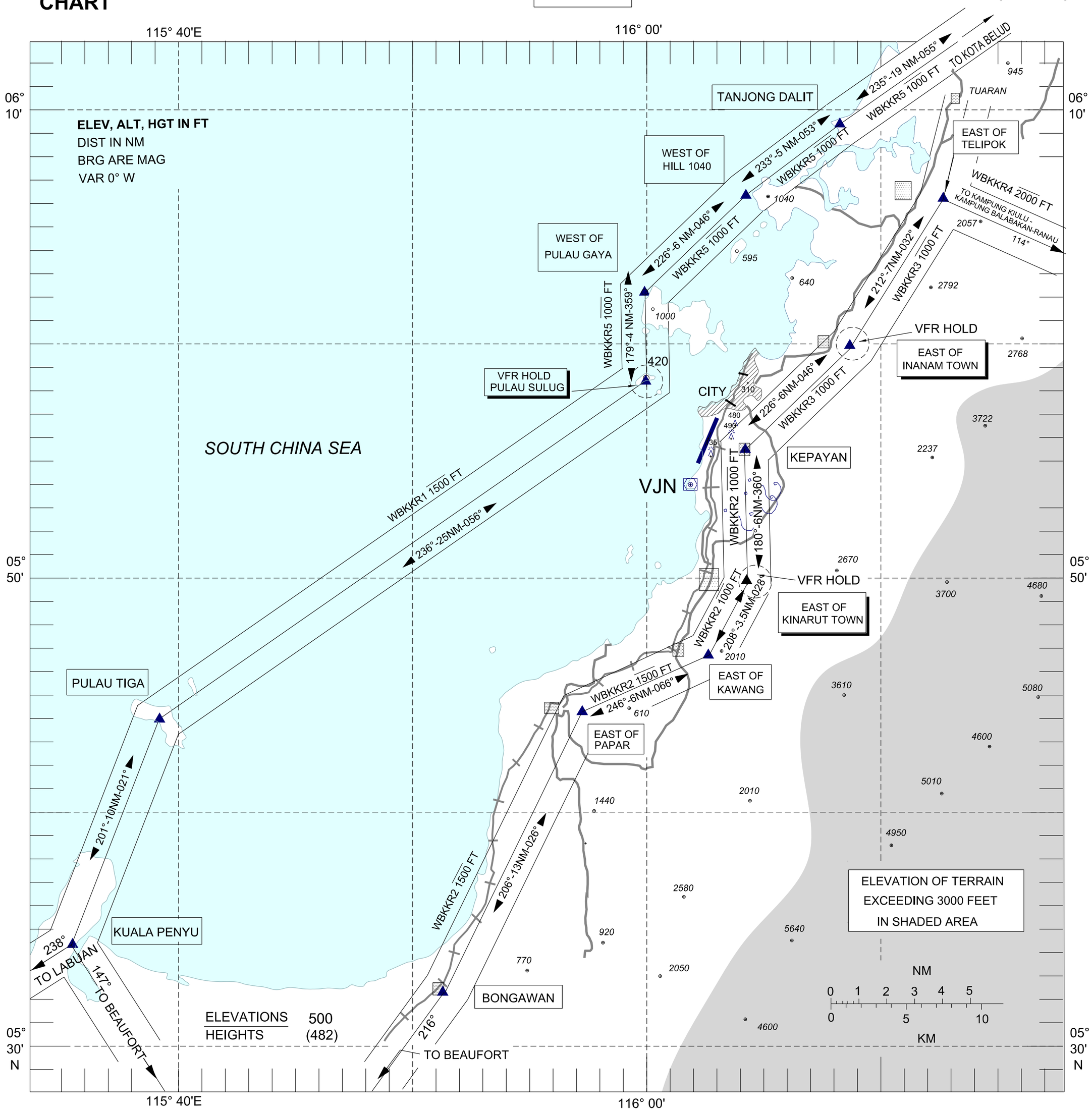
No	Geographical Position	Coordinates Lat. / Long.
1	West of Pulau Gaya	060300N 1160000E
2	Pulau Sulug	055740N 1155930E
3	Pulau Tiga	054500N 1153930E
4	Kuala Penyu	053400N 1153600E
5	Bongawan	053220N 1155128E
6	East of Papar	054200N 1160100E
7	East of Kawang	054600N 1160300E
8	East of Kinarut Town	054906N 1160419E
9	Kepayan	055533N 1160330E
10	East of Inanam Town	055944N 1160905E
11	East of Telipok	060630N 1161230E
12	Kampung Kiulu	060342N 1161659E
13	Kampung Balabakan	060130N 1162714E
14	Ranau	055730N 1164030E
15	West of Hill 1040	060635N 1160437E
16	Tanjung Dalit	060936N 1160830E
17	Kota Belud	062048N 1162352E

VFR LANE CHART

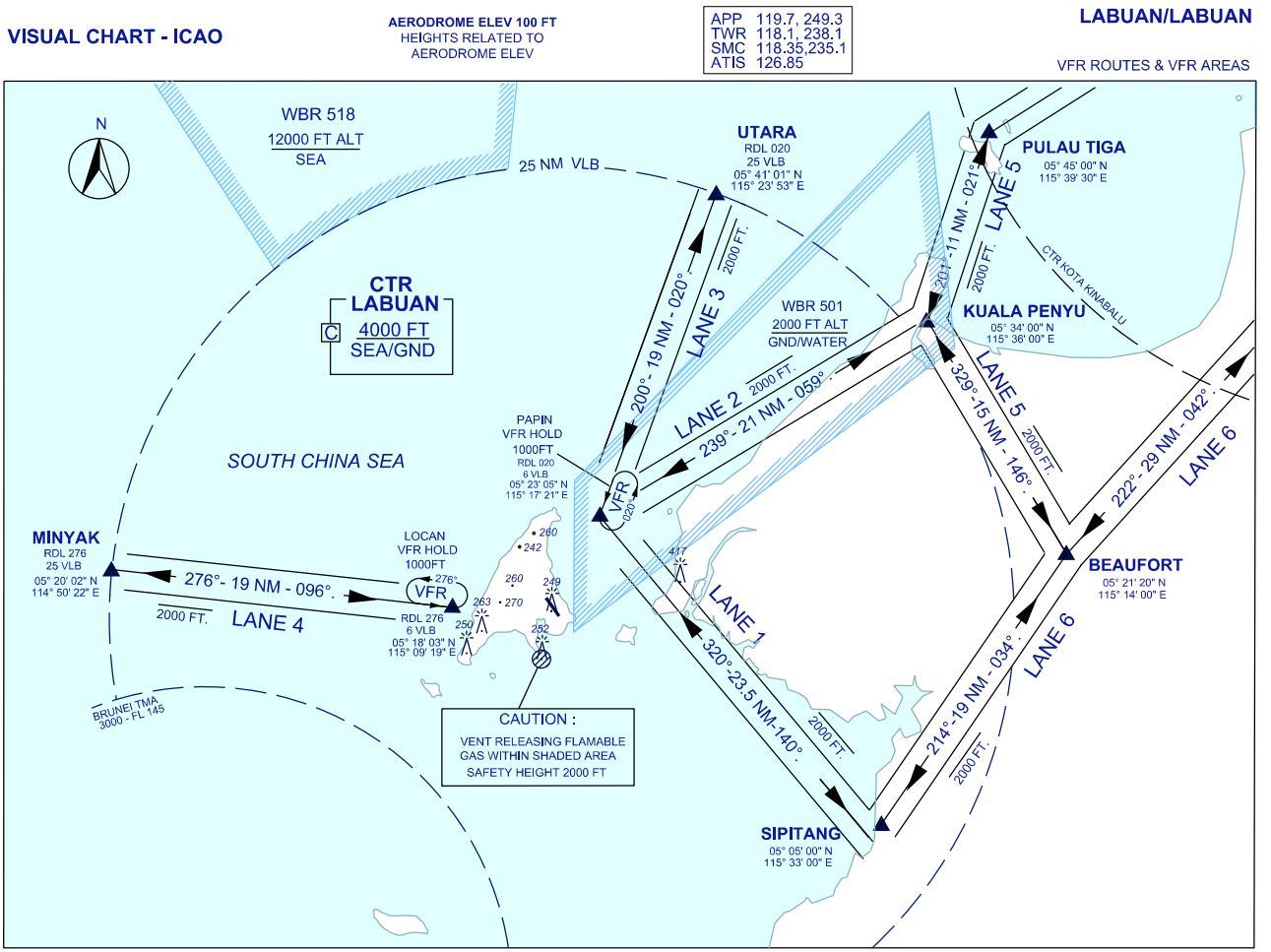
AERODROME ELEV 18 FT

APP 119.10
TWR 118.30

KOTA KINABALU / KOTA KINABALU (WBKK)



CHANGES : RENAME OF VFR LANES



CHANGES : UPDATING THE CHART FORMAT.

3	Capability for removal of disabled aircraft	With arrangement with the respective airline and ground handler. a) Largest aircraft - B738 / B38M
4	Remarks	All Rescue Firefighting Service (RFFS) personnel are trained in rescue and fire-fighting as well medical first-aid

WMKD AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	**Bay 1, Bay 2** and **Bay 3** Surface : Concrete (Rigid) Strength: PCR 539 / R / C / X / U
2	Taxiway width, surface and strength	**Taxiway H** Width: 23 m Surface: Asphalt (Flexible) Strength: PCR 448 / F / C / X / U
		Aircraft Stand Taxilane Width: 27 m Surface: Asphalt (Flexible) Strength: PCR 448 / F / C / X / U
		Main Taxiway Width: 16 m Surface: Asphalt (Flexible) Strength: PCR 253 / F / A / W / U
		Taxiway A Width: 16 m Surface: Concrete (Rigid) Strength: PCR 274 / F / A / W / U
		Taxiway B, D, F and G Width: 16 m Surface: Asphalt (Flexible) Strength: PCR 253 / F / A / W / U
		High Taxiway A and G Width: 16 m Surface: Asphalt (Flexible) Strength: PCR 253 / F / A / W / U
		High Speed Taxiway C and E Width: 27 m Surface: Asphalt (Flexible) Strength: PCR: 253 / F / A / W / U
3	Altimeter checkpoint location and elevation	Location: Main apron Elevation: 14 m (46 ft)
4	VOR checkpoints	NIL
5	INS checkpoints	At aircraft parking stands (See AD 2-WMKD-2-3)
6	Remarks	NIL

WMKD 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 holding positions. Guide lines at apron. Nose-in guidance at aircraft stands.
2	RWY and TWY markings and LGT	RWY : Designation, threshold, touchdown zone, centre line, aiming point, side stripe, transverse stripe and chevron markings. RWY LGT: Edge, threshold and runway end lights. Wing bar lights at RWY 36 only. TWY : Centre line, taxi side stripe, runway-holding position and transverse stripe marking. TWY LGT: Edge lights.
3	Stop bars	NIL
4	Remarks	Pilot to exercise caution when taxing to holding position.

WMKD 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**
WMKDOB001	TRANS Mast	034634.2N 1031238.0E	HGT 126FT (38M) AGL	LGTD	NIL
WMKDOB002	Aerial Mast	034426.2N 1030819.1E	HGT 150FT (46M)	NIL	Distance 4 NM from ARP.
WMKDOB003	Mast	034612.2N 1031247.0E	HGT 39.62FT	LGTD	NIL
WMKDOB004	Kuantan floodlight			NIL	Erected west of airfield at new dispersal area (163 FT)
WMKDOB005	Telecommunication Mast	034917.5N 1031147.2E	HGT 425 FT AGL	NIL	Erected at Ladang Felda Sg. Panching Timur, Kuantan
WMKDOB006	Old Building	034629.1N 1031228.0E	133 FT / 75 FT	Painted red and white, LDGTD	NIL
WMKDOB007	Substation Northern Barrier	034711.1N 1031238.0E	NIL	NIL	NIL
WMKDOB008	Distance To Run Marker Board	NIL	63 FT / 5 FT	NIL	Located 22 m FM RWY edge on East side of RWY by interval of 304.8 m starting FM threshold.
WMKDOB009	Arrestor Barrier Bunker RWY 36	034545.2N 1031229E	64 FT / 6 FT	Painted red and white, not LGTD.	Position at 52 m FM RWY edge on both sides of RWY.
WMKDOB010	Arrestor Barrier Bunker RWY 18	034718.3N 1031234E	64 FT / 6 FT	Painted red and white, not LGTD.	Position at 52 m FM RWY edge on both sides of RWY.
WMKDOB011	Arrestor Cable Bunker RWY 36	034602N 1031230.0E	64 FT / 6 FT	Painted red and white, not LGTD.	Position at 36 m FM RWY edge on both sides of RWY.
WMKDOB012	Arrestor Cable Bunker RWY 18	034701N 1031233.0E	64 FT/ 6 FT	Painted red and white, not LGTD.	Position at 36 m FM RWY edge on both sides of RWY.

In Area 2					
OBST ID/ Designation	**OBST type**	**OBST position**	**ELEV/HGT**	**Marking/Type, colour, lighting (LGT)**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
WMKDOB013	WRVR Pole RWY 36	034557.7N 1031233.0E	88.2 FT / 30.2 FT	Painted red and white, LGTD.	Non-frangible.
WMKDOB014	Lighting Protection System	034545.2N 1031227.0E	84.2 FT / 26.2 FT	Painted red and white, LGTD.	Non-frangible.
WMKDOB015	Arrester Barrier Runway 18 Camera	034546N 1031231E	64.5 FT / 6.5 FT	NIL	NIL
WMKDOB016	Arrester Barrier Runway 36 Camera	034715.4N 1031236.0E	67.8 FT / 9.8 FT	NIL	NIL
WMKDOB017	Arrester Cable RWY 18 Camera	034701.9N 1031235.0E	64.5 FT / 6.5 FT	NIL	NIL
WMKDOB018	Arrester Cable Runway 36 Camera	034603.2N 1031232.1E	64.5 FT / 6.5 FT	NIL	NIL
WMKDOB019	Telecommunication Tower	034655.5N 1031054.3E	324.7 FT / 99 FT	NIL	NIL
WMKDOB020	GP Building with Antenna	034556.1N 1031234.1E	103 FT / 55 FT	NIL	NIL

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

WMKD AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	AMO KUANTAN
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	AMO KUANTAN H24 (0024 0606 1212 1818)
4	Trend forecast Interval of issuance	TREND Hourly
5	Briefing/consultation provided	Provided
6	Flight documentation Language(s) used	Charts, Tabular Form and Abbreviated Plain Language Text English
7	Charts and other information available for briefing or consultation	Flight Level Wind/Temp FL050, FL100, FL140, FL180, FL240, FL270, FL300, FL320, FL340, FL360, FL390, FL410, FL450 and FL530, SIG-WX, Volcanic Ash/Tropical Cyclone Advisory Bulletin, SIGMET, AIRMET, Aerodrome Warning, METAR Bulletin, TAFOR Bulletin, WMKD Take-Off Data, Area QNH for Kuala Lumpur FIR and Kota Kinabalu FIR,Radar and Satellite Pictures.
8	Supplementary equipment available for providing information	Aviation Self-Briefing Terminal - ABT (Internet)
9	ATS units provided with information	Kuantan APP/TWR

10	Additional information (limitation of service, etc.)	TEL: +609 - 5384216 Telefax:+609 - 5384673

WMKD AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designation 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
18	183.13°	2743 x 45	PCR 377 / F / A / W / U Asphalt (Flexible)	THR coordinates 034715.32N 1031234.65E RWY end coordinates 034546.15N 1031229.80E GUND +3 M	THR elevation: 55 FT
36	3.13°	2743 x 45	PCR 377 / F / A / W / U Asphalt (Flexible)	THR coordinates 034546.15N 1031229.80E RWY end coordinates 034715.32N 1031234.65E GUND +2.7 M	THR elevation: 52.5 FT TDZ elevation: 52.5 FT

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
0.024%	NIL	NIL	2863 x 280	NIL	RESA 90M x 90M
0.024%	NIL	NIL	2863 x 280	NIL	RESA 90M x 90M

WMKD AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
18	2743	2743	2743	2743	NIL
36	2743	2743	2743	2743	NIL

WMKD AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
18	SALS 420 M LIH	Green -	PAPI Left Slope 3° 19.7M (64.6 FT)	NIL	NIL	2743M 60M Variable White / Yellow LIH	Red -	NIL	NIL
36	CAT I 900M LIH	Green Green	PAPI Right Slope 3° 18.5 M (60.7 FT)	NIL	NIL	2743M 60M Variable White / Yellow LIH	Red -	NIL	Inconsistent interval distance of RWY 36 approach light mast from Row No.10 to Row No 29.

WMKD 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. 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 18: 400 M from THR on left side, 100M from RWY centreline and lighted. RWY 36: 395 M from THR on right side, 100 M from RWY centreline and lighted.
3	TWY edge and centre line lighting	TWY edge lights - Taxiway H TWY centre line lights - NIL
4	Secondary power supply/switch-over time	Secondary power supply to all AGL at AD. Switch-over time: Maximum 15 seconds
5	Remarks	NIL

WMKD 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

WMKD AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	KUANTAN CTR Circle of 20 NM centred on ARP (034611N 1031234E). KUANTAN TMA Major arc of a circle 30 NM radius centred on ARP (034611N 1031234E) FM 033820N 1034128E clockwise to 035701N 1034158E thence following the FIR BDRY southward to 033820N 1034128E.
2	Vertical limits	KUANTAN CTR: SFC to 4 500 ft AMSL KUANTAN TMA 4500 ft AMSL - FL 245 AMSL
3	Airspace classification	Class C
4	ATS unit call sign Language(s)	KUANTAN RADAR, KUANTAN DIRECTOR, KUANTAN TOWER, KUANTAN GROUND English
5	Transition altitude	11 000 FT AMSL
6	Remarks	Military flying activities.

WMKD AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
TWR	KUANTAN TOWER	P 118.100 MHz P# 238.100 MHz	H24	* - Monitored and AVBL immediately. P - Primary. VHF/UHF TX/RX. No break system. E - Emergency. # - O/R. RWY 36 OCL 240. MAINT period: EV Sunday.
	KUANTAN GROUND	263.900 MHz 120.400 MHz		
APP	KUANTAN RADAR	P 119.700 MHz P# 249.300 MHz E* 243.000 MHz E* 121.500 MHz		
ATIS	ATIS	127.500 MHz 253.800 MHz		
SRA (Surveillance Radar Approach)	KUANTAN DIRECTOR	# 261.600 MHz 118.700 MHz	0001 - 0900 MON - FRI SAT, SUN - CLSD	

WMKD 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	IKN	109.500 MHz	H24	034726.71N 1031235.19E	-	-
GP/DME		CH 32X		034556.16N 1031234.13E	-	G/P 3° ILS REF DATUM: 54FT
DVOR/TACAN	VKN	113.700 MHz CH 84X		034623.00N 1031240.00E	-	400 W

WMKD AD 2.20 LOCAL AERODROME REGULATIONS

2.20.1 Local Flying Restrictions

a) Kuantan circuit direction for RWY 36 is Left Hand Circuit Pattern and for RWY 18 is Right Hand Circuit Pattern. The circuit altitudes AMSL are as follows;

Aircraft Type	Altitudes		
	Day	Low Level	Night
Jet Aircraft	1500 FT	500 FT	1500FT
Piston and Turbo Prop	1000 FT	500 FT	1000 FT
Helicopter	700 FT	500 FT	1000 FT

b) Arrester Barrier:

i. Runway 18 - Type 44B/NET/STANCHION. (End of RWY 18)
ii. Runway 36 -Type 44B/NET/STANCHION. (End of RWY 36)
(overrun available for tow out distance: RWY 36 = 326m, RWY 18 = 262m)

c) Arrester Cable

i. Runway 18 - Type BAK 14 hook cable AAS (1450FT. from threshold RWY 18)
ii. Runway 36 - Type BAK 14 hook cable AAS (1650FT. from threshold RWY 36)

(Remarks: Both arrester cable and arrester barrier will be at down position unless for specific aircraft type operation)

2.20.2 Arriving Aircraft Parking Arrangement

2.20.2.1 No simultaneous aircraft movement (power-in and power-out operations) at the main apron.

2.20.3 Taxiing Routes - Departure and Arrival

2.20.3.1 Arriving and departing for civil aircraft is at Taxiway H or as directed by ATC.

WMKD AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

WMKD AD 2.22 FLIGHT PROCEDURES

NIL

WMKD AD 2.23 ADDITIONAL INFORMATION

2.23.1 Bird Concentration In The Vicinity Of The Airport.

2.23.1.1 Bird concentration in the vicinity of aerodrome. Pilot to exercise caution during departure and arrival.

2.23.2 Release of Radio Sonde.

2.23.2.1 A white balloon 8FT to 10FT diameter with radio sonde equipment attached will be released at 03°46’47"N 103°13’11"E to a maximum height of 130,000FT BTN 2300 - 0001 UTC and 1000 - 1100 UTC. Red parachute attached to radio sonde when balloon burst.

2.23.3. All aircraft are to avoid overflying overhead Petronas Compressor Station (034546N 1031019E) 5000FT and below due to hazardous gas released from blowdown area.

2.23.4. No locked wheel turn allowed on the runway.

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

i. Old building
(034629.17N 1031228.04E)

ii. Substation Northern Barrier
(034711.14N 10312 8.93E)

iii. Distance to run marker board (DTRMB)

iv. Tall trees on the left approach RWY 18

v. Wind direction indicator: Non - frangible

vi. Monsoon drain

2.23.6. 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.

WMKD AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
AERODROME/HELIPORT CHART (WMKD) - ICAO	AD 2-WMKD-2-1
AIRCRAFT PARKING/DOCKING CHART (WMKD) - ICAO	AD 2-WMKD-2-3
AERODROME GROUND MOVEMENT CHART (WMKD) - ICAO	AD 2-WMKD-2-5
KUANTAN TMA, CONTROL ZONE AND HOLDING AREAS	AD 2-WMKD-4-1
ATC SURVEILLACE MINIMUM ALTITUDE CHART - ICAO	AD 2-WMKD-4-3
STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RWY 18/36 RADAR DEPARTURE	AD 2-WMKD-6-1
STANDARD DEPARTURE CHART - ICAO - RWY 18 RNAV (GNSS) - OSTIN 1A PEKAN 1A MEVOX 1A OSIKU 1A DAGAD 1A	AD 2-WMKD-6-3
STANDARD DEPARTURE CHART - ICAO - RWY 18 RNAV (GNSS) - OSTIN 1A PEKAN 1A MEVOX 1A OSIKU 1A DAGAD 1A (TABULAR 1)	AD 2-WMKD-6-4
STANDARD DEPARTURE CHART - ICAO - RWY 18 RNAV (GNSS) - OSTIN 1A PEKAN 1A MEVOX 1A OSIKU 1A DAGAD 1A (TABULAR 2)	AD 2-WMKD-6-5
STANDARD DEPARTURE CHART - ICAO - RWY 18 - OSTIN 1B PEKAN 1B MEVOX 1B OSIKU 1B DAGAD 1B	AD 2-WMKD-6-7
STANDARD DEPARTURE CHART - ICAO - RWY 18 - OSTIN 1B PEKAN 1B MEVOX 1B OSIKU 1B DAGAD 1B (TABULAR 1)	AD 2-WMKD-6-8
STANDARD DEPARTURE CHART - ICAO - RWY 36 RNAV (GNSS) - OSTIN 1C PEKAN 1C MEVOX 1C OSIKU 1C DAGAD 1C	AD 2-WMKD-6-9
STANDARD DEPARTURE CHART - ICAO - RWY 36 RNAV (GNSS) - OSTIN 1C PEKAN 1C MEVOX 1C OSIKU 1C DAGAD 1C (TABULAR 1)	AD 2-WMKD-6-10
STANDARD DEPARTURE CHART - ICAO - RWY 36 RNAV (GNSS) - OSTIN 1C PEKAN 1C MEVOX 1C OSIKU 1C DAGAD 1C (TABULAR 2)	AD 2-WMKD-6-11
STANDARD DEPARTURE CHART - ICAO - RWY 36 RNAV (GNSS) - OSTIN 1D PEKAN 1D MEVOX 1D OSIKU 1D DAGAD 1D	AD 2-WMKD-6-13
STANDARD DEPARTURE CHART - ICAO - RWY 36 RNAV (GNSS) - OSTIN 1D PEKAN 1D MEVOX 1D OSIKU 1D DAGAD 1D (TABULAR 1)	AD 2-WMKD-6-14
STANDARD ARRIVAL CHART INSTRUMENT (STAR) – ICAO – RNAV (GNSS) RWY 18 – OSTIN 1E, PEKAN 1E, OBLIG 1E, TAXUL 1E, MEVOX 1E, DAGAD 1E	AD 2-WMKD-7-1
STANDARD ARRIVAL CHART INSTRUMENT (STAR) – ICAO – RNAV (GNSS) RWY 18 – OSTIN 1E, PEKAN 1E, OBLIG 1E, TAXUL 1E, MEVOX 1E, DAGAD 1E (TABULAR 1)	AD 2-WMKD-7-2
STANDARD ARRIVAL CHART INSTRUMENT (STAR) – ICAO – RNAV (GNSS) RWY 18 – OSTIN 1E, PEKAN 1E, OBLIG 1E, TAXUL 1E, MEVOX 1E, DAGAD 1E (TABULAR 2)	AD 2-WMKD-7-3
STANDARD ARRIVAL CHART INSTRUMENT (STAR) – ICAO – VOR/TAC ARC RWY 18 – OSTIN 1F, PEKAN 1F, OBLIG 1F, TAXUL 1F, MEVOX 1F, DAGAD 1F	AD 2-WMKD-7-5
STANDARD ARRIVAL CHART INSTRUMENT (STAR) – ICAO – VOR/TAC ARC RWY 18 – OSTIN 1F, PEKAN 1F, OBLIG 1F, TAXUL 1F, MEVOX 1F, DAGAD 1F (TABULAR 1)	AD 2-WMKD-7-6
STANDARD ARRIVAL CHART INSTRUMENT (STAR) – ICAO – RNAV (GNSS) RWY 36 – OSTIN 1G, PEKAN 1G, OBLIG 1G, TAXUL 1G, MEVOX 1G, DAGAD 1G	AD 2-WMKD-7-7
STANDARD ARRIVAL CHART INSTRUMENT (STAR) – ICAO – RNAV (GNSS) RWY 36 – OSTIN 1G, PEKAN 1G, OBLIG 1G, TAXUL 1G, MEVOX 1G, DAGAD 1G (TABULAR 1)	AD 2-WMKD-7-8
STANDARD ARRIVAL CHART INSTRUMENT (STAR) – ICAO – RNAV (GNSS) RWY 36 – OSTIN 1G, PEKAN 1G, OBLIG 1G, TAXUL 1G, MEVOX 1G, DAGAD 1G (TABULAR 2)	AD 2-WMKD-7-9
STANDARD ARRIVAL CHART INSTRUMENT (STAR) – ICAO – RNAV (GNSS) RWY 36 – OSTIN 1G, PEKAN 1G, OBLIG 1G, TAXUL 1G, MEVOX 1G, DAGAD 1G (TABULAR 3)	AD 2-WMKD-7-10
STANDARD ARRIVAL CHART INSTRUMENT (STAR) – ICAO – VOR/TAC ARC RWY 36 – OSTIN 1H, PEKAN 1H, OBLIG 1H, TAXUL 1H, MEVOX 1H, DAGAD 1H	AD 2-WMKD-7-11
STANDARD ARRIVAL CHART INSTRUMENT (STAR) – ICAO – VOR/TAC ARC RWY 36 – OSTIN 1H, PEKAN 1H, OBLIG 1H, TAXUL 1H, MEVOX 1H, DAGAD 1H (TABULAR 1)	AD 2-WMKD-7-12
STANDARD ARRIVAL CHART INSTRUMENT (STAR) – ICAO – VOR/TAC ARC RWY 36 – OSTIN 1J, PEKAN 1J, OBLIG 1J, TAXUL 1J, MEVOX 1J, DAGAD 1J	AD 2-WMKD-7-13
STANDARD ARRIVAL CHART INSTRUMENT (STAR) – ICAO – VOR/TAC ARC RWY 36 – OSTIN 1J, PEKAN 1J, OBLIG 1J, TAXUL 1J, MEVOX 1J, DAGAD 1J (TABULAR 1)	AD 2-WMKD-7-14
INSTRUMENT APPROACH CHART - ICAO - RWY 18 RNP Y	AD 2-WMKD-8-1
INSTRUMENT APPROACH CHART - ICAO - RWY 18 RNP Y (TABULAR 1)	AD 2-WMKD-8-2
INSTRUMENT APPROACH CHART - ICAO - RWY 18 RNP Y (TABULAR 2)	AD 2-WMKD-8-3
INSTRUMENT APPROACH CHART - ICAO - RWY 18 VOR/TAC Z	AD 2-WMKD-8-5

Chart name	Page
INSTRUMENT APPROACH CHART - ICAO - RWY 18 VOR/TAC Z (TABULAR 1)	AD 2-WMKD-8-6
INSTRUMENT APPROACH CHART - ICAO - RWY 18 VOR/TAC Y	AD 2-WMKD-8-7
INSTRUMENT APPROACH CHART - ICAO - RWY 18 VOR/TAC Y (TABULAR 1)	AD 2-WMKD-8-8
INSTRUMENT APPROACH CHART - ICAO - RWY 36 RNP Y	AD 2-WMKD-8-9
INSTRUMENT APPROACH CHART - ICAO - RWY 36 RNP Y (TABULAR 1)	AD 2-WMKD-8-10
INSTRUMENT APPROACH CHART - ICAO - RWY 36 RNP Y (TABULAR 2)	AD 2-WMKD-8-11
INSTRUMENT APPROACH CHART - ICAO - RWY 36 ILS Z OR LOC Z	AD 2-WMKD-8-13
INSTRUMENT APPROACH CHART - ICAO - RWY 36 ILS Z OR LOC Z (TABULAR 1)	AD 2-WMKD-8-14
INSTRUMENT APPROACH CHART - ICAO - RWY 36 ILS Y OR LOC Y	AD 2-WMKD-8-15
INSTRUMENT APPROACH CHART - ICAO - RWY 36 ILS Y OR LOC Y (TABULAR 1)	AD 2-WMKD-8-16
INSTRUMENT APPROACH CHART - ICAO - RWY 36 ILS X OR LOC X	AD 2-WMKD-8-17
INSTRUMENT APPROACH CHART - ICAO - RWY 36 ILS X OR LOC X (TABULAR 1)	AD 2-WMKD-8-18
INSTRUMENT APPROACH CHART - ICAO - RWY 36 VOR/TAC Z	AD 2-WMKD-8-19
INSTRUMENT APPROACH CHART - ICAO - RWY 36 VOR/TAC Z (TABULAR 1)	AD 2-WMKD-8-20
INSTRUMENT APPROACH CHART - ICAO - RWY 36 VOR/TAC Y	AD 2-WMKD-8-21
INSTRUMENT APPROACH CHART - ICAO - RWY 36 VOR/TAC Y (TABULAR 1)	AD 2-WMKD-8-22

AERODROME/HELIPORT CHART - ICAO

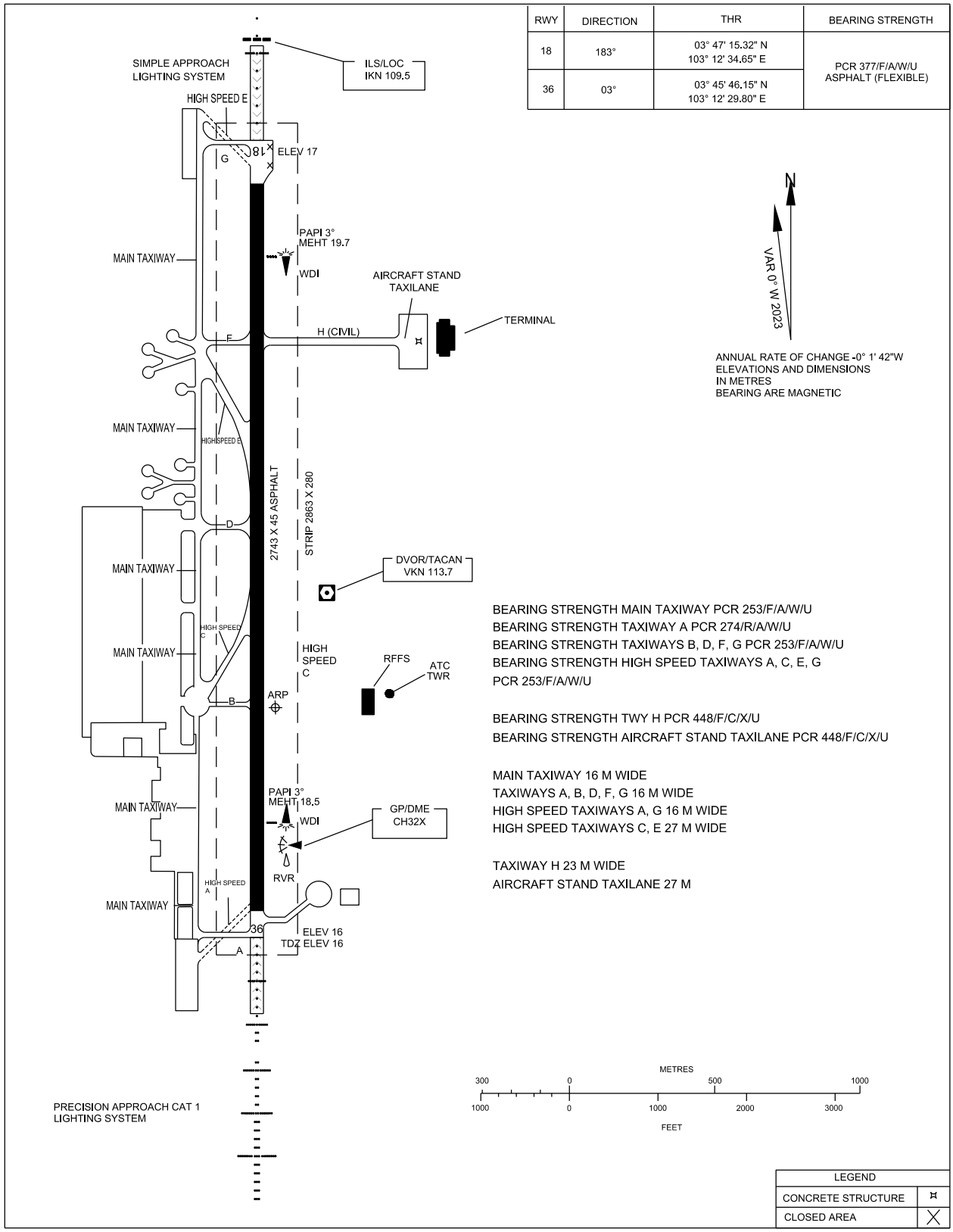
03° 46' 11" N
103° 12' 34" E

ELEV 17 m

TWR	118.1, 238.1
GND	263.9, 120.4
APP	119.7, 121.5
ATIS	127.5, 253.8
SRA	261.6, 118.7

KUANTAN/ SULTAN AHMAD SHAH

RWY	DIRECTION	THR	BEARING STRENGTH
18	183°	03° 47' 15.32" N 103° 12' 34.65" E	PCR 377/F/A/W/U ASPHALT (FLEXIBLE)
36	03°	03° 45' 46.15" N 103° 12' 29.80" E	



CHANGES: ADD INFO TAXIWAYS

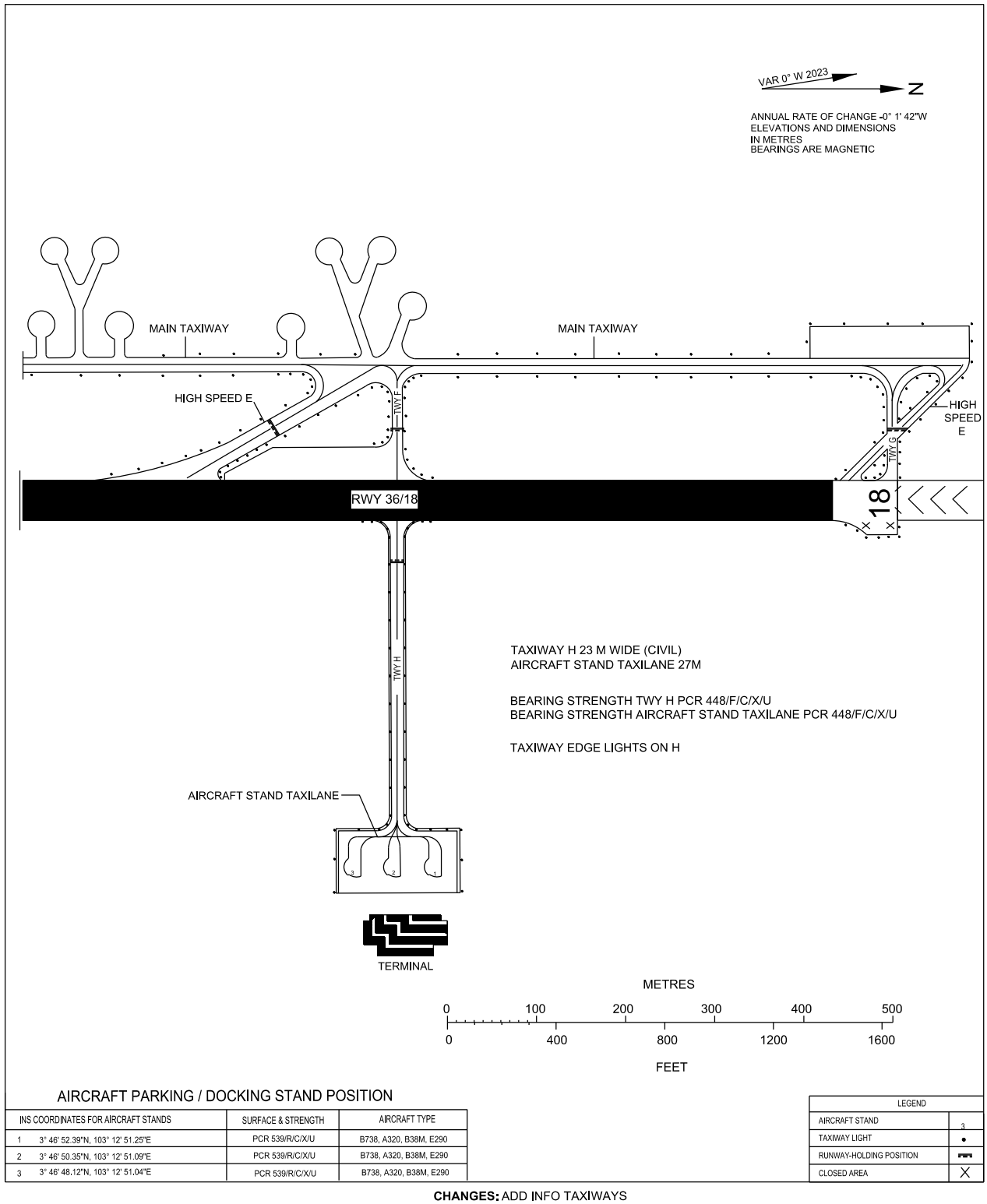
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AIRCRAFT PARKING/ DOCKING CHART - ICAO

APRON ELEV
14 m

TWR	118.1, 238.1
GND	263.9, 120.4
APP	119.7, 121.5
ATIS	127.5, 253.8
SRA	261.6, 118.7

KUANTAN/ SULTAN AHMAD SHAH



AIRCRAFT PARKING / DOCKING STAND POSITION

	INS COORDINATES FOR AIRCRAFT STANDS	SURFACE & STRENGTH	AIRCRAFT TYPE
1	3° 46' 52.39"N, 103° 12' 51.25"E	PCR 539/R/C/X/U	B738, A320, B38M, E290
2	3° 46' 50.35"N, 103° 12' 51.09"E	PCR 539/R/C/X/U	B738, A320, B38M, E290
3	3° 46' 48.12"N, 103° 12' 51.04"E	PCR 539/R/C/X/U	B738, A320, B38M, E290

LEGEND	
AIRCRAFT STAND	3
TAXIWAY LIGHT	•
RUNWAY-HOLDING POSITION	
CLOSED AREA	X

CHANGES: ADD INFO TAXIWAYS

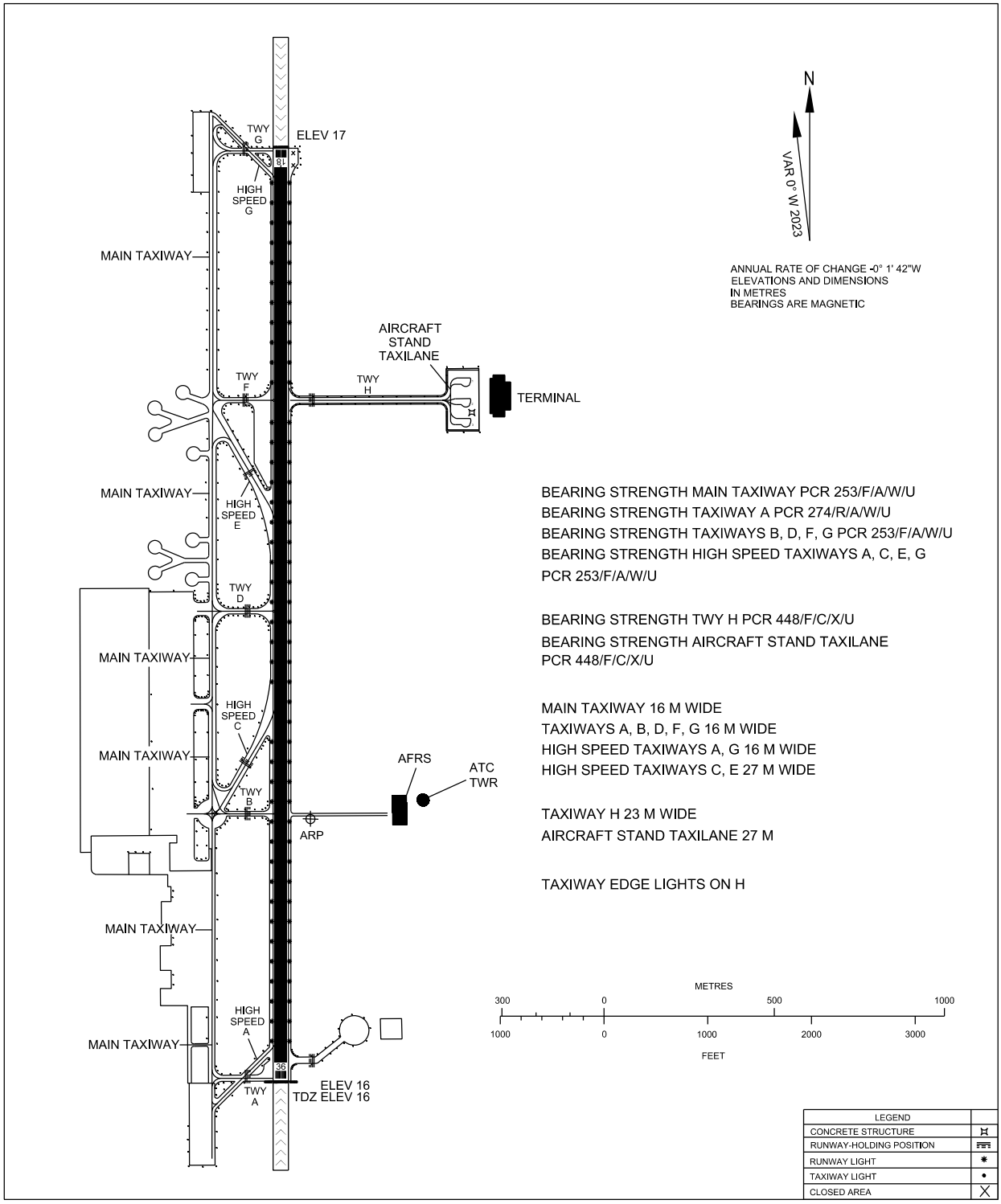
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AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV
14 m

TWR	118.1, 238.1
GND	263.9, 120.4
APP	119.7, 121.5
ATIS	127.5, 253.8
SRA	261.6, 118.7

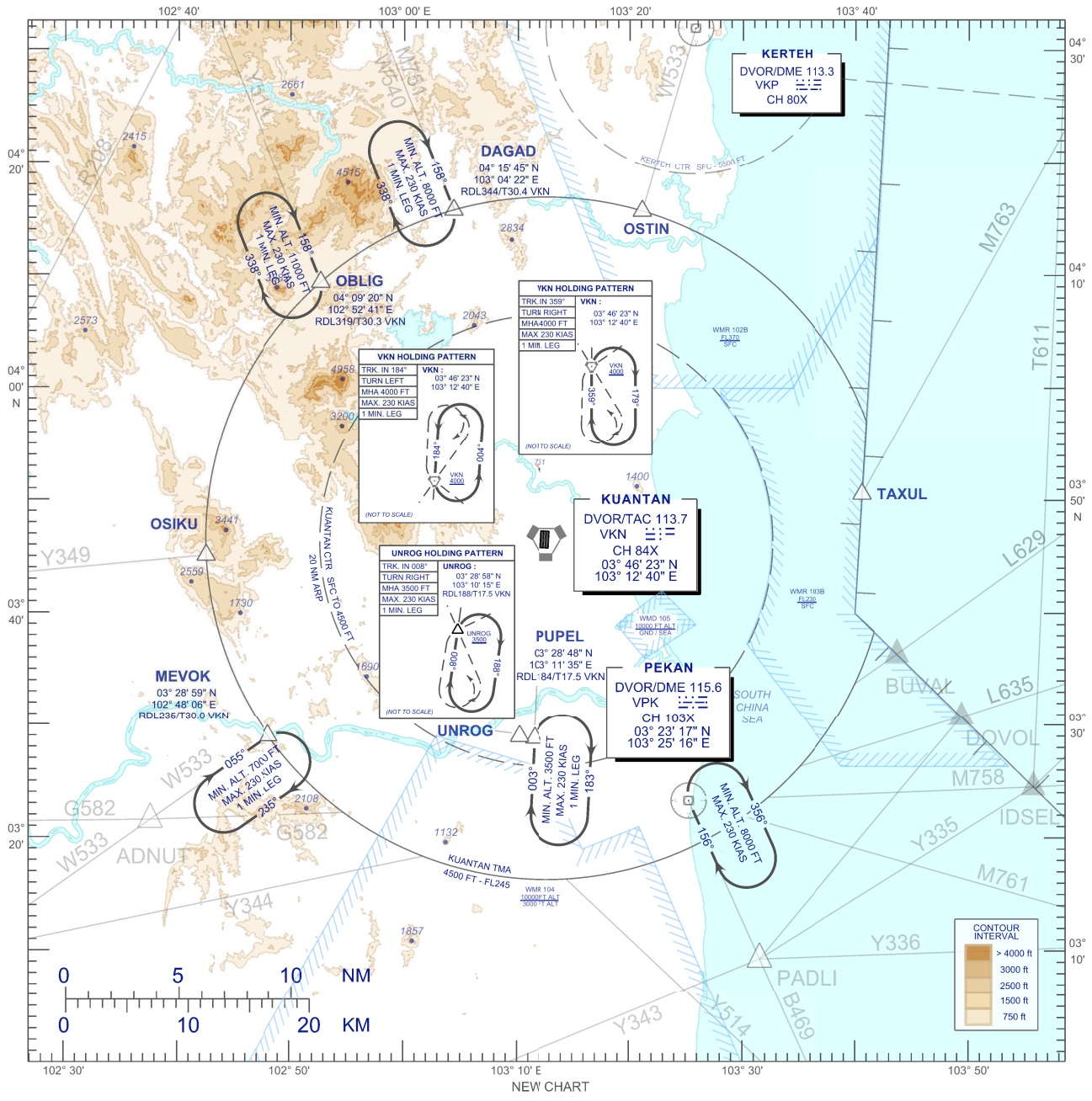
KUANTAN/ SULTAN AHMAD SHAH



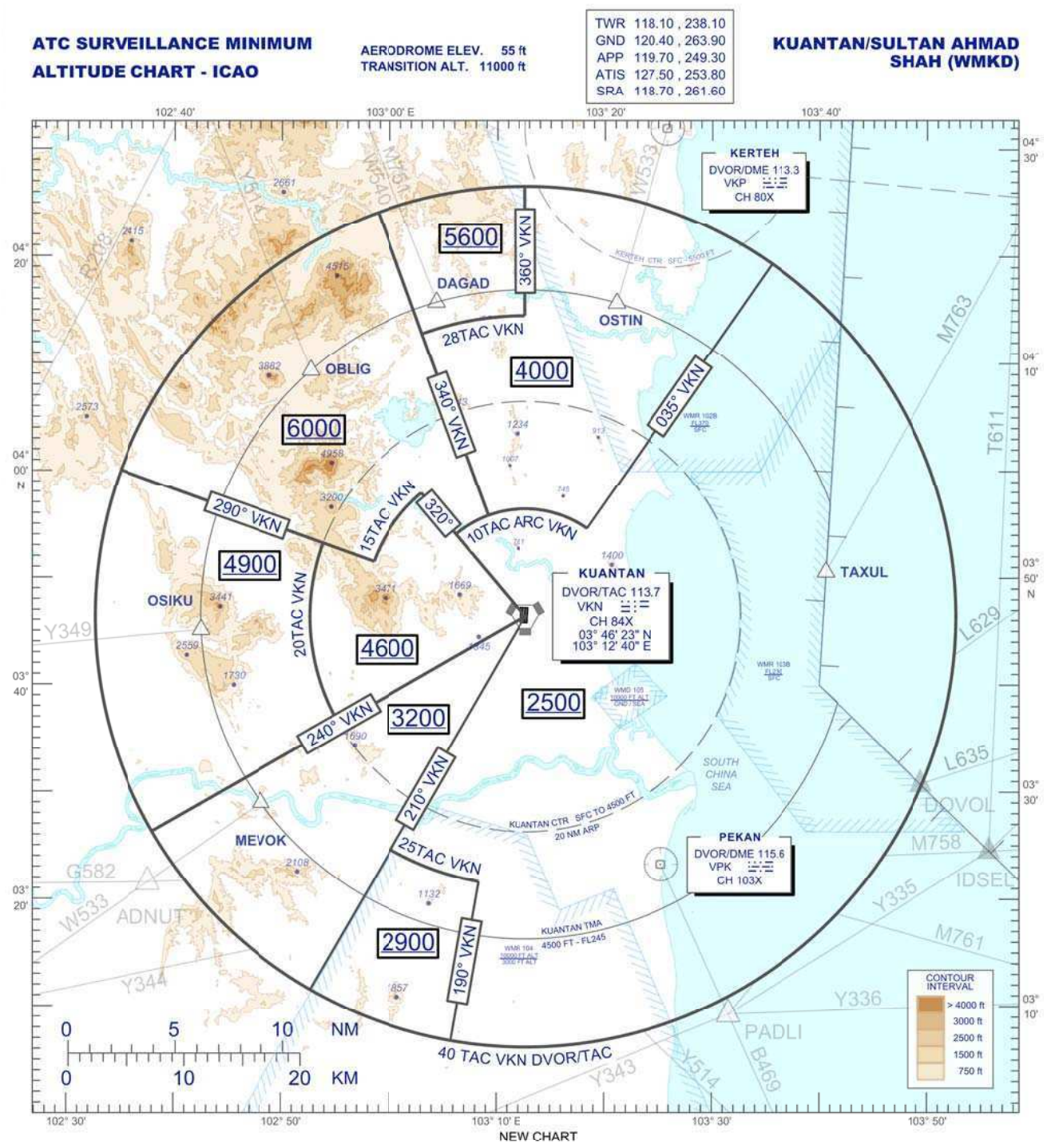
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KUANTAN TMA, CTR AND ARRIVAL HOLDING AREAS



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ATC SURVEILLANCE MINIMUM
ALTITUDE CHART - ICAO
AERODROME ELEV. 55 ft
TRANSITION ALT. 11000 ft
TWR 118.10 , 238.10
GND 120.40 , 263.90
APP 119.70 , 249.30
ATIS 127.50 , 253.80
SRA 118.70 , 261.60
KUANTAN/SULTAN AHMAD SHAH (WMKD)
KERTEH
DVOR/DME 113.3
VKP
CH 80X
KUANTAN
DVOR/TAC 113.7
VKN
CH 84X
03° 46' 23" N
103° 12' 40" E
PEKAN
DVOR/DME 115.6
VPK
CH 103X
5600
4000
6000
4900
4600
3200
2500
2900
360° VKN
028TAC VKN
340° VKN
035° VKN
290° VKN
015TAC VKN
320°
010TAC ARC VKN
020TAC VKN
240° VKN
210° VKN
025TAC VKN
190° VKN
040 TAC VKN DVOR/TAC
DAGAD
OSTIN
OBLIG
OSIKU
MEVOK
TAXUL
PADLI
ADNUT
DOVOL
IDSEL
KUANTAN CTR SFC TO 4500 FT
20 NM ARP
KUANTAN TMA
4500 FT - FL245
SOUTH CHINA SEA
CONTOUR INTERVAL
> 4000 ft
3000 ft
2500 ft
1500 ft
750 ft
0 5 10 NM
0 10 20 KM
NEW CHART

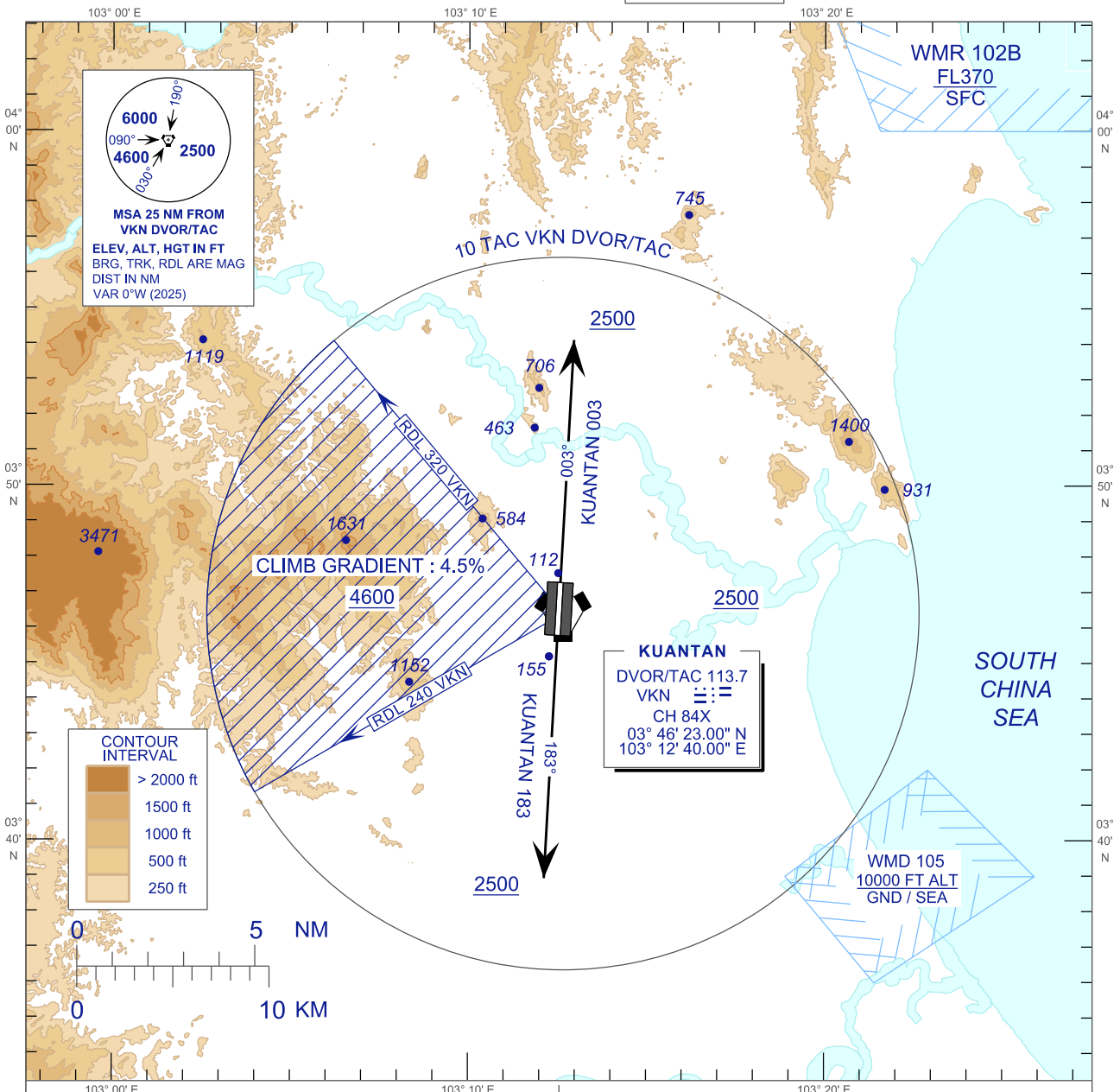
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STANDARD DEPATURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000 ft

TWR	118.10 , 238.10
GND	120.40 , 263.90
APP	119.70 , 249.30
ATIS	127.50 , 253.80
SRA	118.70 , 261.60

KUANTAN/SULTAN AHMAD SHAH (WMKD)
RADAR DEPARTURE



RWY 18 - KUANTAN 183 DEPARTURE

AFTER TAKE-OFF, PROCEED ON TR 183 UNTIL PASSING 2500 FT, THEN FOLLOW THE ASSIGNED HEADING.

RWY 36 - KUANTAN 003 DEPARTURE

AFTER TAKE-OFF, PROCEED ON TR 003 UNTIL PASSING 2500 FT, THEN FOLLOW THE ASSIGNED HEADING.

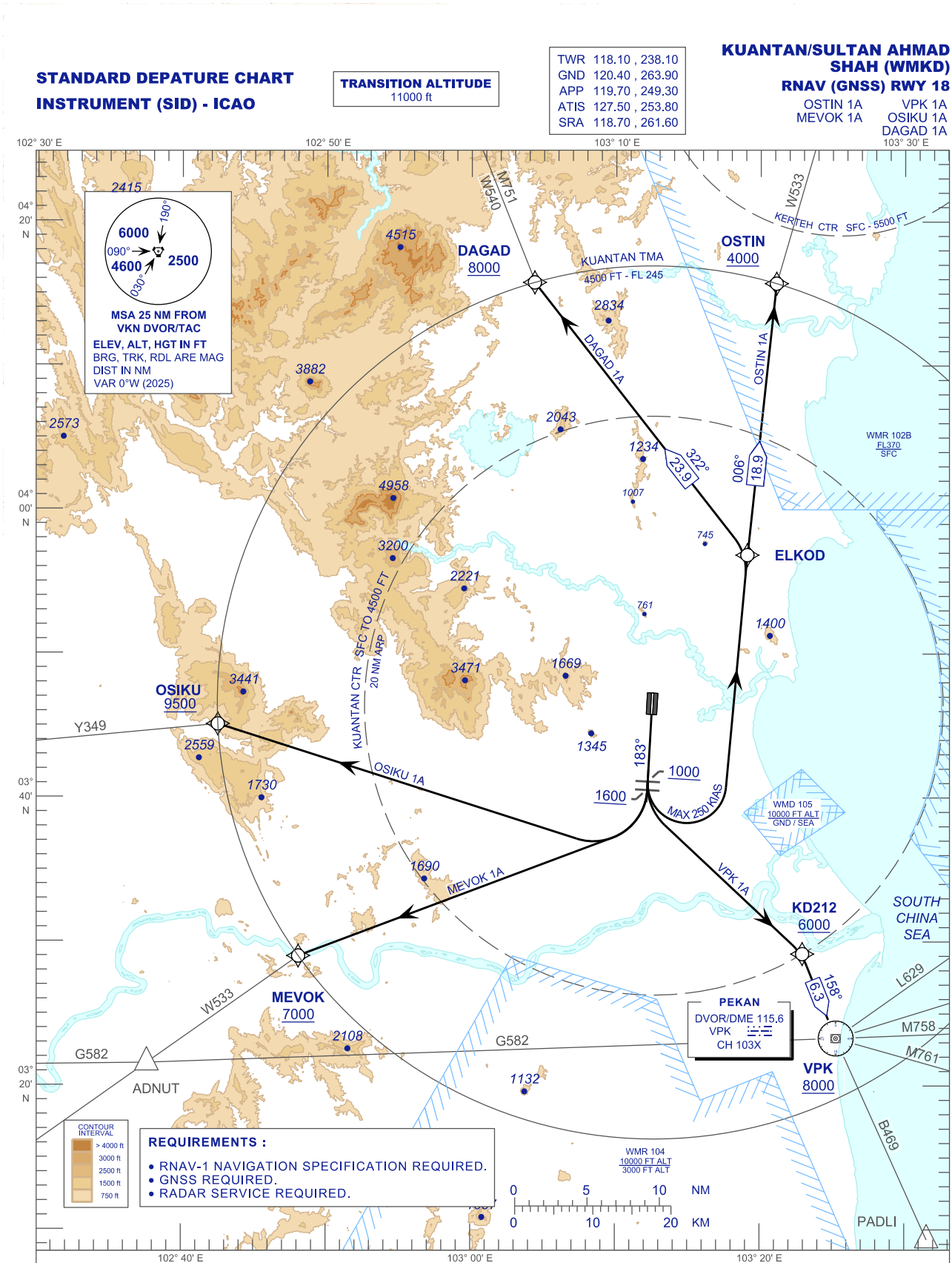
NOTES :
1. ASSINGED HEADING (AND LEVEL IF APPLICABLE) WILL BE ISSUED WITH TAKE-OFF CLEARANCE.
2. USE 4.5% CLIMB GRADIENT (PDG) FROM LIFT-OFF UNTIL PASSING 4600 FT, IF ASSINGED HEADING WILL TAKE AIRCRAFT INTO HATCHED SECTOR.
3. TURN BEFORE DER IS NOT ALLOWED.

COMMUNICATION FAILURE:

- SET TRANSPONDER MODE A CODE 7600.
- IF UNDER PILOT NAVIGATION, MAINTAIN LAST ASSIGNED LEVEL FOR 3 MINUTES. IF NO ONWARD CLEARANCE IS RECEIVED, SUBSEQUENTLY CLIMB TO COMPLY WITH THE RADAR DEPARTURE LEVEL REQUIREMENTS.
- IF UNDER RADAR VECTORING, MAINTAIN VECTOR AND LEVEL FOR 2 MINUTES. IF BELOW MSA, CLIMB TO MSA THEN INTERCEPT THE FLIGHT PLAN ROUTE ON ASSIGNED SID TO DESTINATION.

NEW CHART

INTENTIONALLY BLANK


STANDARD DEPATURE CHART
INSTRUMENT (SID) - ICAO
TRANSITION ALTITUDE
11000 ft
TWR 118.10 , 238.10
GND 120.40 , 263.90
APP 119.70 , 249.30
ATIS 127.50 , 253.80
SRA 118.70 , 261.60
KUANTAN/SULTAN AHMAD SHAH (WMKD)
RNAV (GNSS) RWY 18
OSTIN 1A
MEVOK 1A
VPK 1A
OSIKU 1A
DAGAD 1A
MSA 25 NM FROM VKN DVOR/TAC
ELEV, ALT, HGT IN FT
BRG, TRK, RDL ARE MAG
DIST IN NM
VAR 0°W (2025)
6000
4600
2500
190°
090°
030°
DAGAD 8000
OSTIN 4000
ELKOD
OSIKU 9500
MEVOK 7000
KD212 6000
VPK 8000
ADNUT
PEKAN
DVOR/DME 115.6
VPK
CH 103X
KUANTAN TMA
4500 FT - FL 245
KERTEH CTR SFC - 5500 FT
KUANTAN CTR
SFC TO 4500 FT
20 NM ARP
WMR 102B
FL370
SFC
WMD 105
10000 FT ALT
GND / SEA
WMR 104
10000 FT ALT
3000 FT ALT
MAX 250 KIAS
322°
23.9
006°
18.9
183°
158°
6.3
1000
1600
W533
M751
W540
G582
Y349
L629
M758
M761
B469
SOUTH CHINA SEA
PADLI
CONTOUR INTERVAL
> 4000 ft
3000 ft
2500 ft
1500 ft
750 ft
REQUIREMENTS :
• RNAV-1 NAVIGATION SPECIFICATION REQUIRED.
• GNSS REQUIRED.
• RADAR SERVICE REQUIRED.
0 5 10 NM
0 10 20 KM
102° 30' E
102° 50' E
103° 10' E
103° 30' E
102° 40' E
103° 00' E
103° 20' E
04° 20' N
04° 10' N
04° 00' N
03° 50' N
03° 40' N
03° 30' N
03° 20' N
03° 10' N
2415
4515
3882
2573
2043
1234
1007
745
4958
3200
2221
761
1400
3471
1669
3441
2559
1730
1345
1690
2108
1132
COMMUNICATION FAILURE:
- SET TRANSPONDER MODE A CODE 7600.
- IF UNDER PILOT NAVIGATION, MAINTAIN LAST ASSIGNED LEVEL FOR 3 MINUTES. IF NO ONWARD CLEARANCE IS RECEIVED, SUBSEQUENTLY CLIMB TO COMPLY WITH THE SID LEVEL REQUIREMENTS.
- IF UNDER RADAR VECTORING, MAINTAIN VECTOR AND LEVEL FOR 2 MINUTES. IF BELOW MSA, CLIMB TO MSA THEN INTERCEPT THE FLIGHT PLAN ROUTE ON ASSIGNED SID TO DESTINATION.

NEW CHART

STANDARD DEPATURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000 ft

KUANTAN/SULTAN AHMAD SHAH (WMKD)
RNAV (GNSS) RWY 18
OSTIN 1A VPK 1A
MEVOK 1A OSIKU 1A
DAGAD 1A

TABULAR DESCRIPTION

OSTIN ONE ALFA DEPARTURE (OSTIN 1A)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE (°M)	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CA	-	-	183	-	-	+1000	-	-
DF	ELKOD	-	-	-	L	-	-250	RNAV 1
TF	OSTIN	-	006	18.9	-	+4000	-	RNAV 1

VPK ONE ALFA DEPARTURE (VPK 1A)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE (°M)	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CA	-	-	183	-	-	+1600	-	-
DF	KD212	-	-	-	L	+6000	-	RNAV 1
TF	VPK	-	158	6.3	-	+8000	-	RNAV 1

MINIMUM CLIMB GRADIENT (PDG) OF 5.0% IS REQUIRED UNTIL PASSING 8,000FT DUE TO AIRWAYS LOWER LIMIT.

MEVOK ONE ALFA DEPARTURE (MEVOK 1A)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE (°M)	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CA	-	-	183	-	-	+1600	-	-
DF	MEVOK	-	-	-	R	+7000	-	RNAV 1

MINIMUM CLIMB GRADIENT (PDG) OF 4.5% IS REQUIRED UNTIL PASSING 7,000FT DUE TO AIRWAYS LOWER LIMIT.

OSIKU ONE ALFA DEPARTURE (OSIKU 1A)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE (°M)	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CA	-	-	183	-	-	+1600	-	-
DF	OSIKU	-	-	-	R	+9500	-	RNAV 1

MINIMUM CLIMB GRADIENT (PDG) OF 4.5% IS REQUIRED UNTIL PASSING 9,500FT DUE TO AIRWAYS LOWER LIMIT.

DAGAD ONE ALFA DEPARTURE (DAGAD 1A)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE (°M)	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CA	-	-	183	-	-	+1000	-	-
DF	ELKOD	-	-	-	L	-	-250	RNAV 1
TF	DAGAD	-	322	23.9	L	+8000	-	RNAV 1

NEW TABULAR

STANDARD DEPATURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000 ft

KUANTAN/SULTAN AHMAD SHAH (WMKD)
RNAV (GNSS) RWY 18
OSTIN 1A VPK 1A
MEVOK 1A OSIKU 1A
DAGAD 1A

AERONAUTICAL DATA TABULATION

WAYPOINT IDENTIFIER	COORDINATE (WGS84)	
DAGAD	04° 15' 45" N	103° 04' 22" E
ELKOD	03° 56' 51" N	103° 19' 07" E
MEVOK	03° 28' 59" N	102° 48' 06" E
OSIKU	03° 45' 05" N	102° 42' 31" E
OSTIN	04° 15' 42" N	103° 21' 07" E
KD212	03° 29' 09" N	103° 22' 57" E
PEKAN (VPK) DVOR/DME	03° 23' 17" N	103° 25' 16" E

NEW TABULAR

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STANDARD DEPATURE CHART INSTRUMENT (SID) - ICAO

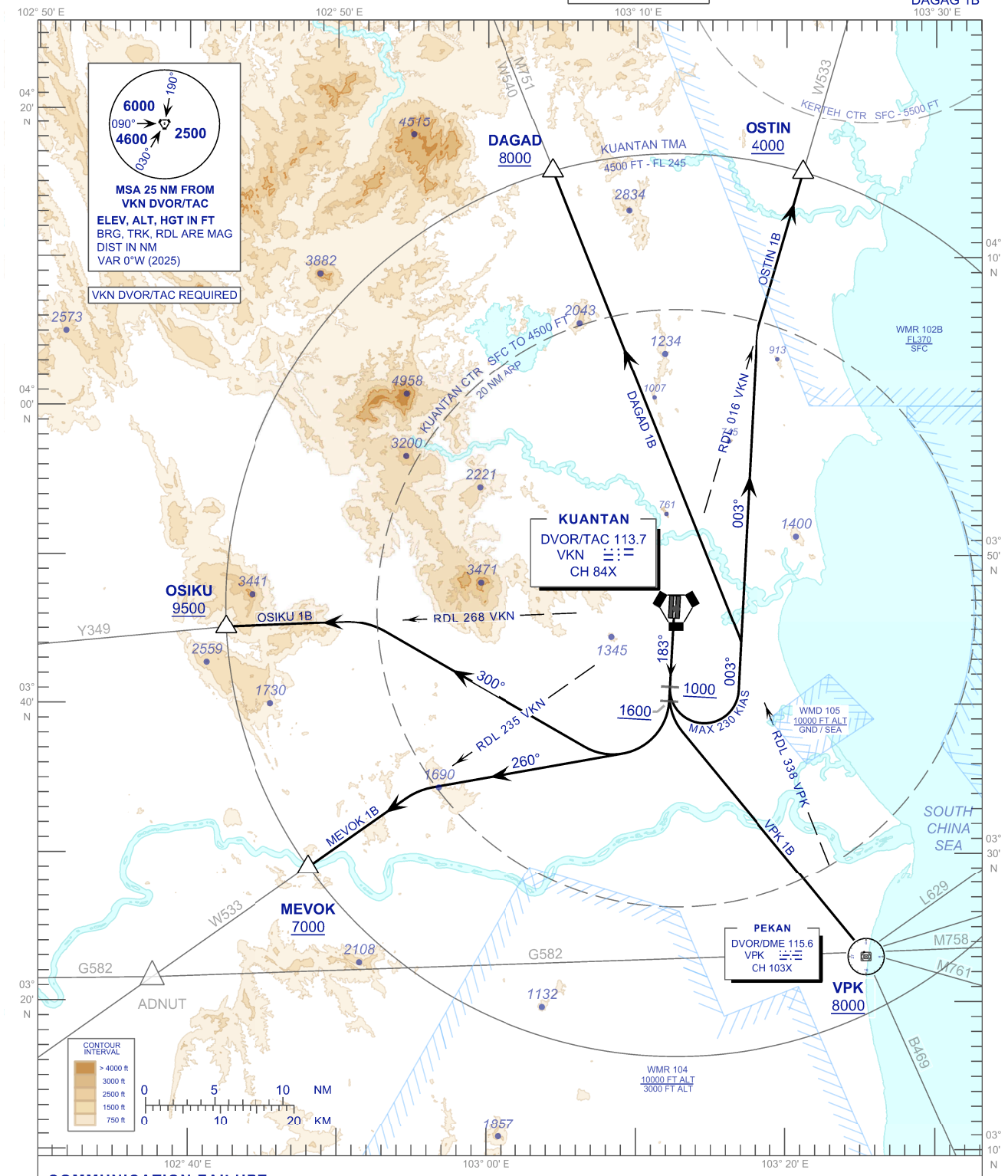
TRANSITION ALTITUDE
11000 ft

TWR	118.10 , 238.10
GND	120.40 , 263.90
APP	119.70 , 249.30
ATIS	127.50 , 253.80
SRA	118.70 , 261.60

KUANTAN/SULTAN AHMAD SHAH (WMKD)

RWY 18

OSTIN 1B — VPK 1B
MEVOK 1B — OSIKU 1B
DAGAG 1B



COMMUNICATION FAILURE:

- SET TRANSPONDER MODE A CODE 7600.
- IF UNDER PILOT NAVIGATION, MAINTAIN LAST ASSIGNED LEVEL FOR 3 MINUTES. IF NO ONWARD CLEARANCE IS RECEIVED, SUBSEQUENTLY CLIMB TO COMPLY WITH THE SID LEVEL REQUIREMENTS.
- IF UNDER RADAR VECTORING, MAINTAIN VECTOR AND LEVEL FOR 2 MINUTES. IF BELOW MSA, CLIMB TO MSA THEN INTERCEPT THE FLIGHT PLAN ROUTE ON ASSIGNED SID TO DESTINATION.

NEW CHART

STANDARD DEPATURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000 ft

KUANTAN/SULTAN AHMAD SHAH (WMKD)
RWY 18

OSTIN 1B
MEVOK 1B
VPK 1B
OSIKU 1B
DAGAG 1B

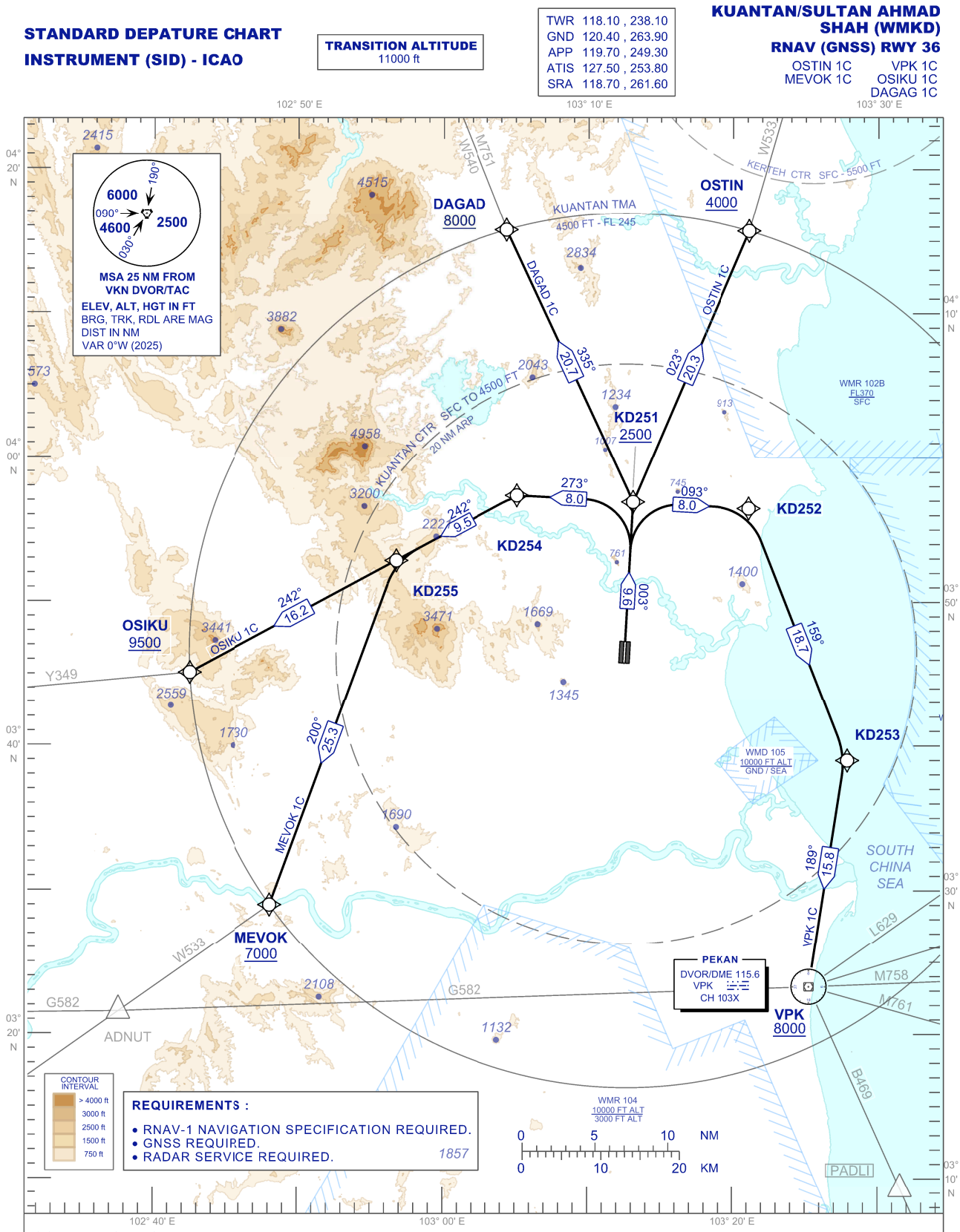
TABULAR DESCRIPTION

INITIAL CLIMB PROCEDURE	SID DESIGNATOR	SID DESCRIPTION
AFTER TAKE-OFF PROCEED ON TR 183°, ON PASSING 1000 FT TURN LEFT. NOTE : 1. MAXIMUM TURN SPEED IS 230 KIAS.	OSTIN ONE BRAVO DEPARTURE (OSTIN 1B)	TRACK 003° TO INTERCEPT RADIAL 016 VKN DVOR/TAC, OUTBOUND TO OSTIN THEN JOINING W533.
	DAGAD ONE BRAVO DEPARTURE (DAGAD 1B)	TRACK 003° TO INTERCEPT RADIAL 338 VPK DVOR/DME, OUTBOUND TO DAGAD THEN JOINING W540.
AFTER TAKE-OFF PROCEED ON TR 183°, ON PASSING 1600 FT TURN LEFT. NOTE : 1. MINIMUM CLIMB GRADIENT (PDG) OF 5.0% IS REQUIRED UNTIL PASSING 8,000 FT.	VPK ONE BRAVO DEPARTURE (VPK 1B)	TRACK DIRECT TO VPK DVOR/DME, THEN JOINING AIRWAYS.
AFTER TAKE-OFF PROCEED ON TR 183°, ON PASSING 1600 FT TURN RIGHT. NOTE : 1. MINIMUM CLIMB GRADIENT (PDG) OF 4.5% IS REQUIRED UNTIL PASSING 7,000 FT.	MEVOK ONE BRAVO DEPARTURE (MEVOK 1B)	TRACK 260° TO INTERCEPT RADIAL 235 VKN DVOR/TAC, OUTBOUND TO MEVOK THEN JOINING W533.
AFTER TAKE-OFF PROCEED ON TR 183°, ON PASSING 1600 FT TURN RIGHT. NOTE : 1. MINIMUM CLIMB GRADIENT (PDG) OF 4.5% IS REQUIRED UNTIL PASSING 9,500 FT.	OSIKU ONE BRAVO DEPARTURE (OSIKU 1B)	TRACK 300° TO INTERCEPT RADIAL 268 VKN DVOR/TAC, OUTBOUND TO OSIKU THEN JOINING Y349.

AERONAUTICAL DATA TABULATION

WAYPOINT / NAVAID/ FIX	NAVAID FREQUENCY / CROSS REFERENCE FROM NAVAID	COORDINATE (WGS84)	
KUANTAN (VKN) DVOR/TAC	113.7 MHZ / CH 84X	03° 46' 23" N	103° 12' 40" E
PEKAN (VPK) DVOR/DME	115.6 MHZ / CH 103X	03° 23' 17" N	103° 25' 16" E
DAGAD	RDL 338 VPK / D56.6 VPK RDL 344 VPK / T30.4 VKN	04° 15' 45" N	103° 04' 22" E
MEVOK	RDL 235 VKN / T30.0 VKN	03° 28' 59" N	102° 48' 06" E
OSIKU	RDL 268 VKN / T30.2 VKN	03° 45' 05" N	102° 42' 31" E
OSTIN	RDL 016 VKN / T30.4 VKN	04° 15' 42" N	103° 21' 07" E

NEW TABULAR



COMMUNICATION FAILURE:

- SET TRANSPONDER MODE A CODE 7600.
- IF UNDER PILOT NAVIGATION, MAINTAIN LAST ASSIGNED LEVEL FOR 3 MINUTES. IF NO ONWARD CLEARANCE IS RECEIVED, SUBSEQUENTLY CLIMB TO COMPLY WITH THE SID LEVEL REQUIREMENTS.
- IF UNDER RADAR VECTORING, MAINTAIN VECTOR AND LEVEL FOR 2 MINUTES. IF BELOW MSA, CLIMB TO MSA THEN INTERCEPT THE F_IGHT PLAN ROUTE ON ASSIGNED SID TO DESTINATION.

NEW CHART

STANDARD DEPATURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000 ft

KUANTAN/SULTAN AHMAD SHAH (WMKD)
RNAV (GNSS) RWY 36
OSTIN 1C VPK 1C
MEVOK 1C OSIKU 1C
DAGAG 1C

TABULAR DESCRIPTION

OSTIN ONE CHARLIE DEPARTURE (OSTIN 1C)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE (°M)	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CF	KD251	-	003	9.6	-	+2500	-	-
TF	OSTIN	-	023	20.3	R	+4000	-	RNAV 1

MINIMUM CLIMB GRADIENT (PDG) OF 4.5% IS REQUIRED UNTIL KD251.

VPK ONE CHARLIE DEPARTURE (VPK 1C)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE (°M)	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CF	KD251	-	003	9.6	-	+2500	-	-
TF	KD252	-	093	8.0	R	-	-	RNAV 1
TF	KD253	-	159	18.7	R	-	-	RNAV 1
TF	VPK	-	189	15.8	R	+8000	-	RNAV 1

MINIMUM CLIMB GRADIENT (PDG) OF 4.5% IS REQUIRED UNTIL KD251.

MEVOK ONE CHARLIE DEPARTURE (MEVOK 1C)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE (°M)	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CF	KD251	-	003	9.6	-	+2500	-	-
TF	KD254	-	273	8.0	L	-	-	RNAV 1
TF	KD255	-	242	9.5	L	-	-	RNAV 1
TF	MEVOK	-	200	25.3	L	+7000	-	RNAV 1

MINIMUM CLIMB GRADIENT (PDG) OF 4.5% IS REQUIRED UNTIL KD251.

OSIKU ONE CHARLIE DEPARTURE (OSIKU 1C)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE (°M)	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CF	KD251	-	003	9.6	-	+2500	-	-
TF	KD254	-	273	8.0	L	-	-	RNAV 1
TF	KD255	-	242	9.5	L	-	-	RNAV 1
TF	OSIKU	-	242	16.2	-	+9500	-	RNAV 1

MINIMUM CLIMB GRADIENT (PDG) OF 4.5% IS REQUIRED UNTIL KD251.

NEW TABULAR

STANDARD DEPATURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000 ft

KUANTAN/SULTAN AHMAD SHAH (WMKD)
RNAV (GNSS) RWY 36
OSTIN 1C VPK 1C
MEVOK 1C OSIKU 1C
DAGAG 1C

TABULAR DESCRIPTION

DAGAD ONE CHARLIE DEPARTURE (DAGAD 1C)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE (°M)	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CF	KD251	-	003	9.6	-	+2500	-	-
TF	DAGAD	-	335	20.7	L	+8000	-	RNAV 1

MINIMUM CLIMB GRADIENT (PDG) OF 4.5% IS REQUIRED UNTIL KD251.

AERONAUTICAL DATA TABULATION

WAYPOINT IDENTIFIER	COORDINATE (WGS84)	
DAGAD	04° 15' 45" N	103° 04' 22" E
MEVOK	03° 28' 59" N	102° 48' 06" E
OSIKU	03° 45' 05" N	102° 42' 31" E
OSTIN	04° 15' 42" N	103° 21' 07" E
KD251	03° 56' 55" N	103° 13' 06" E
KD252	03° 56' 28" N	103° 21' 06" E
KD253	03° 38' 59" N	103° 27' 54" E
KD254	03° 57' 21" N	103° 05' 07" E
KD255	03° 52' 50" N	102° 56' 47" E
PEKAN (VPK) DVOR/DME	03° 23' 17" N	103° 25' 16" E

NEW TABULAR

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STANDARD DEPATURE CHART INSTRUMENT (SID) - ICAO

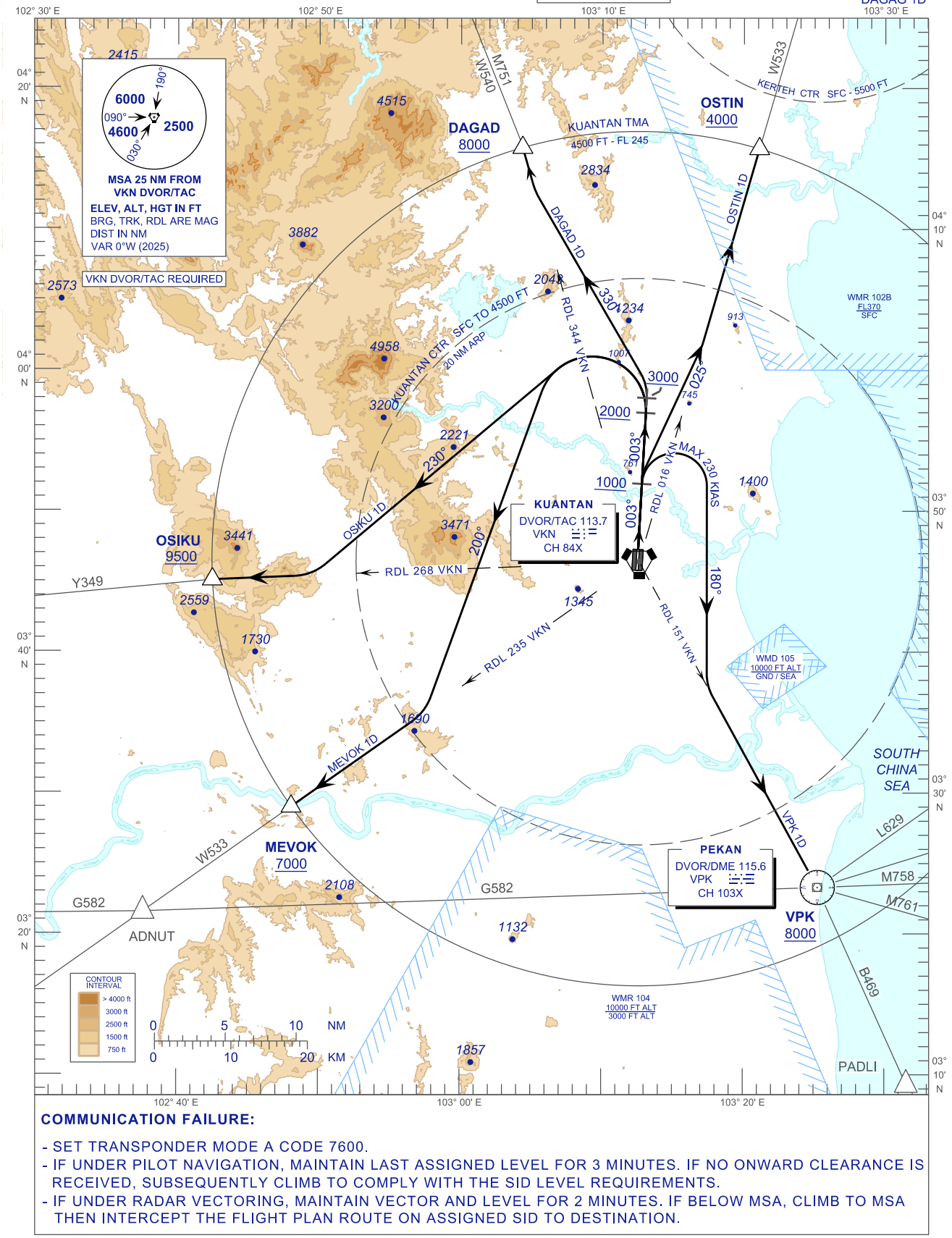
TRANSITION ALTITUDE
11000 ft

TWR	118.10 , 238.10
GND	120.40 , 263.90
APP	119.70 , 249.30
ATIS	127.50 , 253.80
SRA	118.70 , 261.60

KUANTAN/SULTAN AHMAD SHAH (WMKD)

RWY 36

OSTIN 1D
MEVOK 1D
VPK 1D
OSIKU 1D
DAGAG 1D



COMMUNICATION FAILURE:

- SET TRANSPONDER MODE A CODE 7600.
- IF UNDER PILOT NAVIGATION, MAINTAIN LAST ASSIGNED LEVEL FOR 3 MINUTES. IF NO ONWARD CLEARANCE IS RECEIVED, SUBSEQUENTLY CLIMB TO COMPLY WITH THE SID LEVEL REQUIREMENTS.
- IF UNDER RADAR VECTORING, MAINTAIN VECTOR AND LEVEL FOR 2 MINUTES. IF BELOW MSA, CLIMB TO MSA THEN INTERCEPT THE FLIGHT PLAN ROUTE ON ASSIGNED SID TO DESTINATION.

NEW CHART

STANDARD DEPATURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000 ft

KUANTAN/SULTAN AHMAD SHAH (WMKD)
RWY 36

OSTIN 1D
MEVOK 1D
VPK 1D
OSIKU 1D
DAGAG 1D

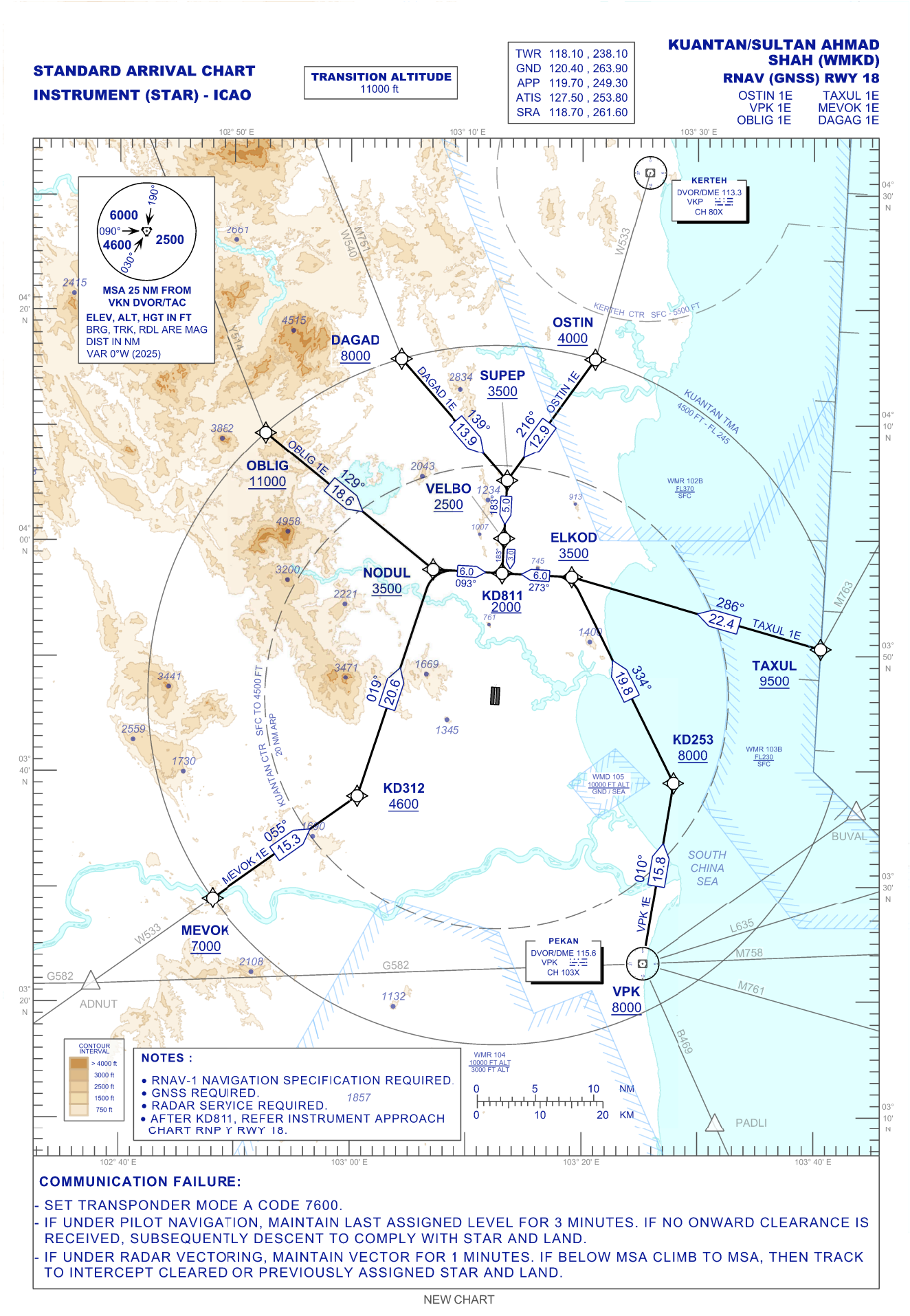
TABULAR DESCRIPTION

INITIAL CLIMB PROCEDURE	SID DESIGNATOR	SID DESCRIPTION
AFTER TAKE-OFF PROCEED ON TR 003°, ON PASSING 1000 FT TURN RIGHT.	OSTIN ONE DELTA DEPARTURE (OSTIN 1D)	TRACK 025° TO INTERCEPT RADIAL 016 VKN DVOR/TAC, OUTBOUND TO OSTIN THEN JOINING W533.
AFTER TAKE-OFF PROCEED ON TR 003°, ON PASSING 1000 FT TURN RIGHT. NOTE : 1. MAXIMUM TURN SPEED IS 230 KIAS.	VPK ONE DELTA DEPARTURE (VPK 1D)	TRACK 180° TO INTERCEPT RADIAL 151 VKN DVOR/TAC, OUTBOUND TO VPK THEN JOINING AIRWAYS.
AFTER TAKE-OFF PROCEED ON TR 003°, ON PASSING 2000 FT TURN LEFT.	MEVOK ONE DELTA DEPARTURE (MEVOK 1D)	TRACK 200° TO INTERCEPT RADIAL 235 VKN DVOR/TAC, OUTBOUND TO MEVOK THEN JOINING W533.
	OSIKU ONE DELTA DEPARTURE (OSIKU 1D)	TRACK 230° TO INTERCEPT RADIAL 268 VKN DVOR/TAC, OUTBOUND TO OSIKU THEN JOINING Y349.
AFTER TAKE-OFF PROCEED ON TR 003°, ON PASSING 3000 FT TURN LEFT. NOTE : 1. MINIMUM CLIMB GRADIENT (PDG) OF 4.5% IS REQUIRED UNTIL PASSING 8,000 FT.	DAGAD ONE DELTA DEPARTURE (DAGAD 1D)	TRACK 330° TO INTERCEPT RADIAL 344 VKN DVOR/TAC, OUTBOUND TO DAGAD THEN JOINING W540.

AERONAUTICAL DATA TABULATION

WAYPOINT / NAVAID/ FIX	NAVAID FREQUENCY / CROSS REFERENCE FROM NAVAID	COORDINATE (WGS84)	
KUANTAN (VKN) DVOR/TAC	113.7 MHZ / CH 84X	03° 46' 23" N	103° 12' 40" E
PEKAN (VPK) DVOR/DME	115.6 MHZ / CH 103X	03° 23' 17" N	103° 25' 16" E
DAGAD	RDL 344 VKN / T30.4 VKN	04° 15' 45" N	103° 04' 22" E
OSIKU	RDL 268 VKN / T30.2 VKN	03° 45' 05" N	102° 42' 31" E
MEVOK	RDL 235 VKN / T30.0 VKN	03° 28' 59" N	102° 48' 06" E
OSTIN	RDL 016 VKN / T30.4 VKN	04° 15' 42" N	103° 21' 07" E

NEW TABULAR


STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO
TRANSITION ALTITUDE
11000 ft
TWR 118.10 , 238.10
GND 120.40 , 263.90
APP 119.70 , 249.30
ATIS 127.50 , 253.80
SRA 118.70 , 261.60
KUANTAN/SULTAN AHMAD SHAH (WMKD)
RNAV (GNSS) RWY 18
OSTIN 1E TAXUL 1E
VPK 1E MEVOK 1E
OBLIG 1E DAGAG 1E
MSA 25 NM FROM VKN DVOR/TAC
ELEV, ALT, HGT IN FT
BRG, TRK, RDL ARE MAG
DIST IN NM
VAR 0°W (2025)
KERTEH
DVOR/DME 113.3
VKP
CH 80X
KERTEH CTR SFC - 5500 FT
KUANTAN TMA
4500 FT - FL 245
DAGAD
8000
OSTIN
4000
SUPEP
3500
OBLIG
11000
VELBO
2500
ELKOD
3500
NODUL
3500
KD811
2000
TAXUL
9500
KD253
8000
KD312
4600
MEVOK
7000
VPK
8000
PEKAN
DVOR/DME 115.6
VPK
CH 103X
DAGAD 1E
139°
13.9
OSTIN 1E
216°
12.9
OBLIG 1E
129°
18.6
183°
5.0
3.0
6.0
093°
6.0
273°
286°
22.4
TAXUL 1E
334°
19.8
019°
20.6
055°
15.3
MEVOK 1E
010°
15.8
VPK 1E
KUANTAN CTR SFC TO 4500 FT
20 NM ARP
WMR 102B
FL370
SFC
WMR 103B
FL230
SFC
WMD 105
10000 FT ALT
GND / SEA
WMR 104
10000 FT ALT
3000 FT ALT
SOUTH CHINA SEA
BUVAL
PADLI
ADNUT
CONTOUR INTERVAL
> 4000 ft
3000 ft
2500 ft
1500 ft
750 ft
NOTES :
• RNAV-1 NAVIGATION SPECIFICATION REQUIRED.
• GNSS REQUIRED.
• RADAR SERVICE REQUIRED.
• AFTER KD811, REFER INSTRUMENT APPROACH CHART RNP Y RWY 18.
0 5 10 NM
0 10 20 KM
COMMUNICATION FAILURE:
- SET TRANSPONDER MODE A CODE 7600.
- IF UNDER PILOT NAVIGATION, MAINTAIN LAST ASSIGNED LEVEL FOR 3 MINUTES. IF NO ONWARD CLEARANCE IS RECEIVED, SUBSEQUENTLY DESCENT TO COMPLY WITH STAR AND LAND.
- IF UNDER RADAR VECTORING, MAINTAIN VECTOR FOR 1 MINUTES. IF BELOW MSA CLIMB TO MSA, THEN TRACK TO INTERCEPT CLEARED OR PREVIOUSLY ASSIGNED STAR AND LAND.
NEW CHART

STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
11000 ft

KUANTAN/SULTAN AHMAD SHAH (WMKD)
RNAV (GNSS) RWY 18

OSTIN 1E TAXUL 1E
VPK 1E MEVOK 1E
OBLIG 1E DAGAG 1E

TABULAR DESCRIPTION

OSTIN ONE ECHO ARRIVAL (OSTIN 1E)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE (°M)	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
IF	OSTIN	-	-	-	-	+4000	-	-
TF	SUPEP	-	216	12.9	-	+3500	-	RNAV 1
TF	VELBO	-	183	5.0	L	+2500	-	RNAV 1
TF	KD811	-	183	3.0	-	+2000	-	RNAV 1

TAXUL ONE ECHO ARRIVAL (TAXUL 1E)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE (°M)	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
IF	TAXUL	-	-	-	-	+9500	-	-
TF	ELKOD	-	286	22.4	-	+3500	-	RNAV 1
TF	KD811	-	273	6.0	-	+2000	-	RNAV 1

VPK ONE ECHO ARRIVAL (VPK 1E)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE (°M)	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
IF	VPK	-	-	-	-	+8000	-	-
TF	KD253	-	010	15.8	-	+8000	-	RNAV 1
TF	ELKOD	-	334	19.8	L	+3500	-	RNAV 1
TF	KD811	-	273	6.0	L	+2000	-	RNAV 1

MEVOK ONE ECHO ARRIVAL (MEVOK 1E)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE (°M)	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
IF	MEVOK	-	-	-	-	+7000	-	-
TF	KD312	-	055	15.3	-	+4600	-	RNAV 1
TF	NODUL	-	019	20.6	L	+3500	-	RNAV 1
TF	KD811	-	093	6.0	R	+2000	-	RNAV 1

OBLIG ONE ECHO ARRIVAL (OBLIG 1E)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE (°M)	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
IF	OBLIG	-	-	-	-	+11000	-	-
TF	NODUL	-	129	18.6		+3500	-	RNAV 1
TF	KD811	-	093	6.0	L	+2000	-	RNAV 1

NEW TABULAR

STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
11000 ft

KUANTAN/SULTAN AHMAD SHAH (WMKD)
RNAV (GNSS) RWY 18
OSTIN 1E TAXUL 1E
VPK 1E MEVOK 1E
OBLIG 1E DAGAG 1E

TABULAR DESCRIPTION

DAGAD ONE ECHO ARRIVAL (DAGAD 1E)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE (°M)	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
IF	DAGAD	-	-	-	-	+8000	-	-
TF	SUPEP	-	139	13.9	-	+3500	-	RNAV 1
TF	VELBO	-	183	5.0	R	+2500	-	RNAV 1
TF	KD811	-	183	3.0	-	+2000	-	RNAV 1

AERONAUTICAL DATA TABULATION

WAYPOINT IDENTIFIER	COORDINATE (WGS84)	
DAGAD	04° 15' 45" N	103° 04' 22" E
ELKOD	03° 56' 51" N	103° 19' 07" E
MEVOK	03° 28' 59" N	102° 48' 06" E
NODUL	03° 57' 29" N	103° 07' 07" E
OBLIG	04° 09' 20" N	102° 52' 41" E
OSTIN	04° 15' 42" N	103° 21' 07" E
SUPEP	04° 05' 12" N	103° 13' 33" E
TAXUL	03° 50' 36" N	103° 40' 36" E
VELBO	04° 00' 11" N	103° 13' 17" E
KD253	03° 38' 59" N	103° 27' 54" E
KD312	03° 37' 51" N	103° 00' 37" E
KD811	03° 57' 10" N	103° 13' 07" E
PEKAN (VPK) DVOR/DME	03° 23' 17" N	103° 25' 16" E

NEW TABULAR

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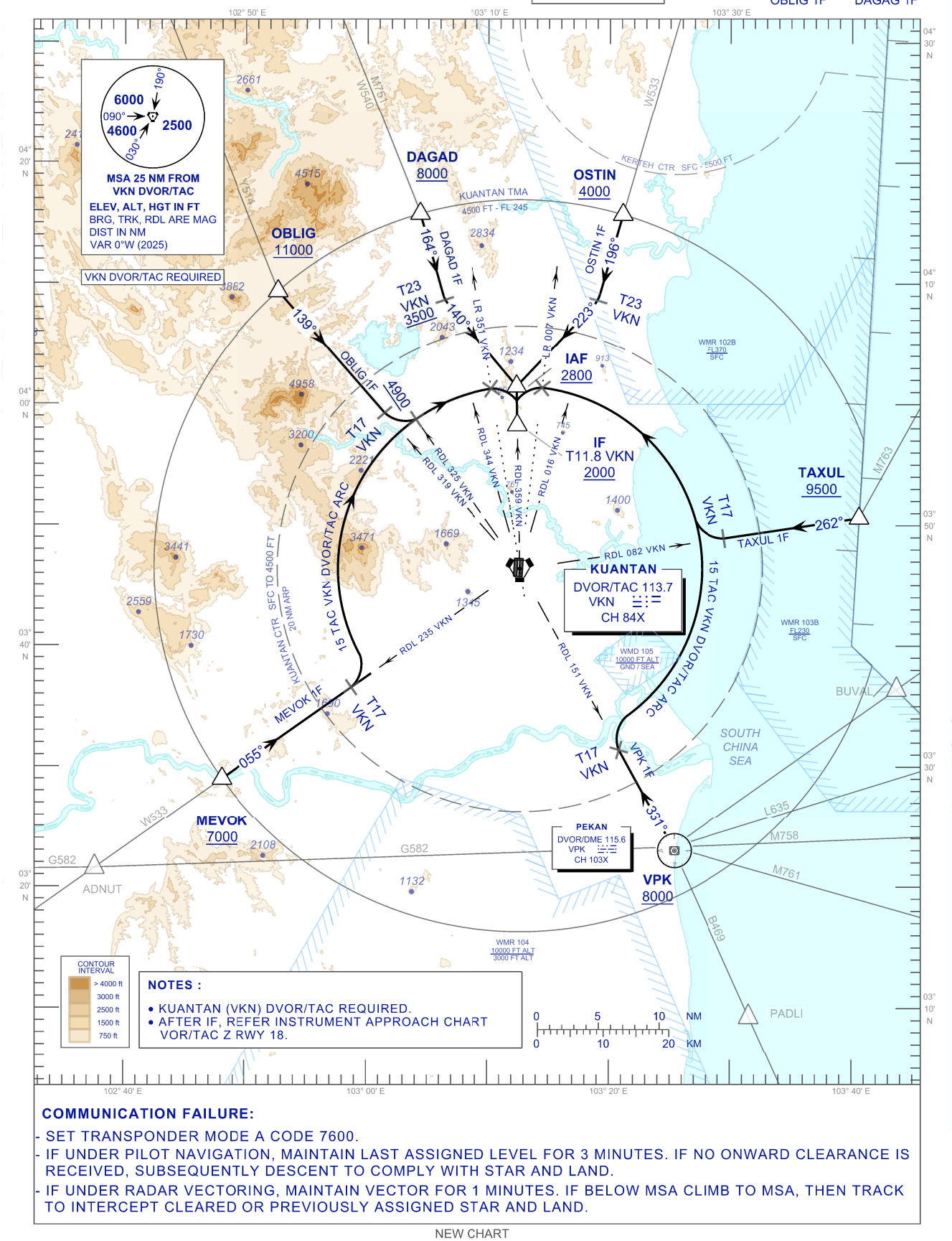
STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
11000 ft

TWR	118.10 , 238.10
GND	120.40 , 263.90
APP	119.70 , 249.30
ATIS	127.50 , 253.80
SRA	118.70 , 261.60

KUANTAN/SULTAN AHMAD SHAH (WMKD)
VOR/TAC ARC RWY 18

OSTIN 1F TAXUL 1F
VPK 1F MEVOK 1F
OBLIG 1F DAGAG 1F



NOTES :

- KUANTAN (VKN) DVOR/TAC REQUIRED.
- AFTER IF, REFER INSTRUMENT APPROACH CHART VOR/TAC Z RWY 18.

COMMUNICATION FAILURE:

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

NEW CHART

STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
11000 ft

KUANTAN/SULTAN AHMAD SHAH (WMKD)
VOR/TAC ARC RWY 18

OSTIN 1F TAXUL 1F
VPK 1F MEVOK 1F
OBLIG 1F DAGAG 1F

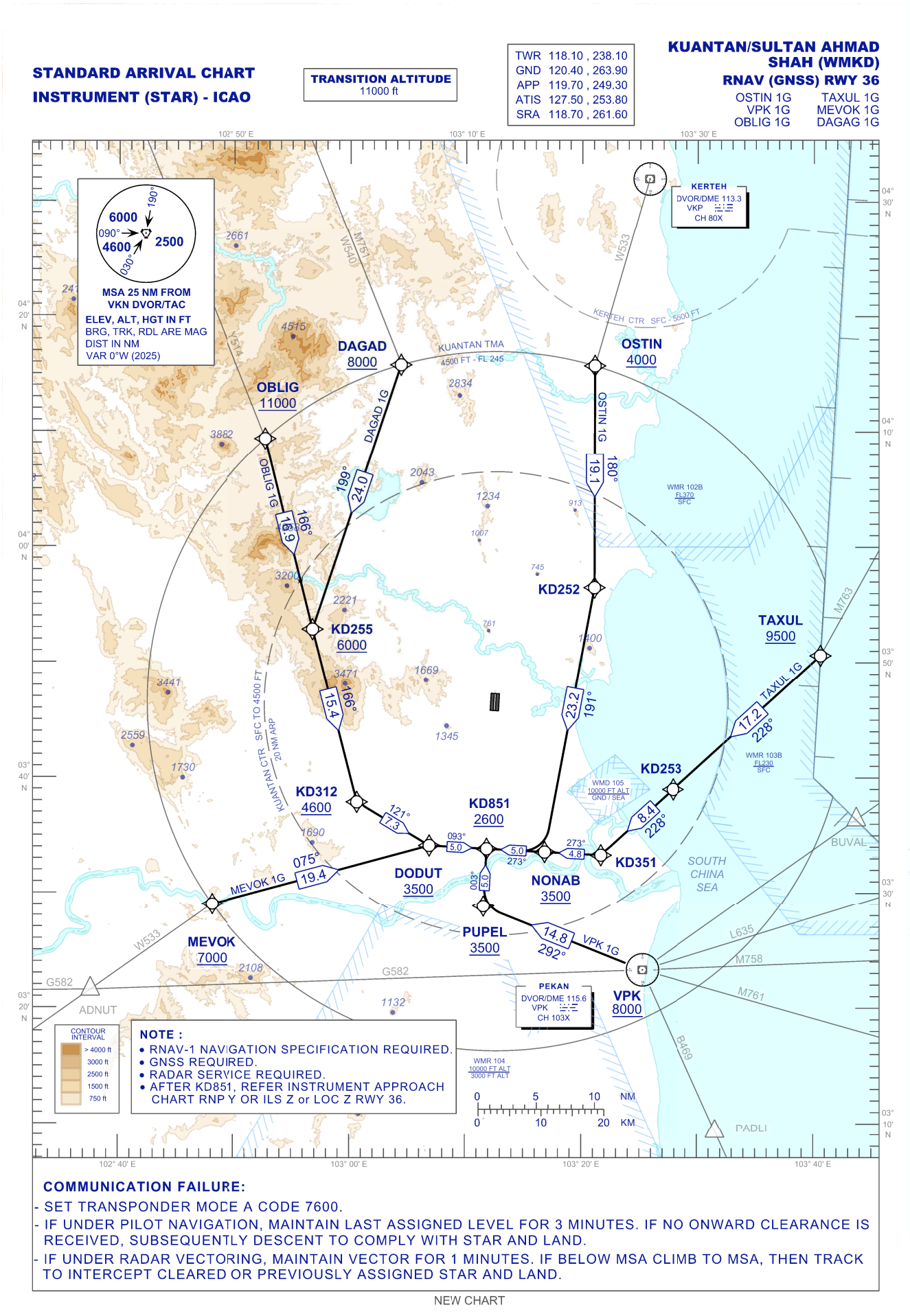
TABULAR DESCRIPTION

DESIGNATOR	AIRWAYS	STAR DESCRIPTION
OSTIN ONE FOXTROT ARRIVAL (OSTIN 1F)	**FROM ATS ROUTE W533**	AT OSTIN TRACK INBOUND ON TR 196° (RDL 016 VKN DVOR). AT 23 TAC VKN, TURN RIGHT ON TR 223° TO INTERCEPT RDL 359 VKN DVOR FOR STRAIGHT-IN APPROACH RWY 18.
TAXUL ONE FOXTROT ARRIVAL (TAXUL 1F)	**FROM ATS ROUTE Y349**	AT TAXUL TRACK INBOUND ON TR 262° (RDL 082 VKN DVOR). AT 17 TAC VKN, TURN RIGHT TO JOIN 15 TAC ARC VKN DVOR/TAC. THEN TURN LEFT TO INTERCEPT RDL 359 VKN DVOR FOR STRAIGHT-IN APPROACH RWY 18.
VPK ONE FOXTROT ARRIVAL (VPK 1F)	**FROM ATS ROUTE B469**	AT VPK TRACK INBOUND ON TR 331° (RDL 151 VKN DVOR). AT 17 TAC VKN, TURN RIGHT TO JOIN 15 TAC ARC VKN DVOR/TAC. THEN TURN LEFT TO INTERCEPT RDL 359 VKN DVOR FOR STRAIGHT-IN APPROACH RWY 18.
MEVOK ONE FOXTROT ARRIVAL (MEVOK 1F)	**FROM ATS ROUTE W533**	AT MEVOK TRACK INBOUND ON TR 055° (RDL 235 VKN DVOR). AT 17 TAC VKN, TURN LEFT TO JOIN 15 TAC ARC VKN DVOR/TAC. THEN TURN RIGHT TO INTERCEPT RDL 359 VKN DVOR FOR STRAIGHT-IN APPROACH RWY 18. NOTE : CROSS RDL 325 VKN DVOR 4900 FT OR ABOVE.
OBLIG ONE FOXTROT ARRIVAL (OBLIG 1F)	**FROM ATS ROUTE Y514**	AT OBLIG TRACK INBOUND ON TR 139° (RDL 319 VKN DVOR). AT 17 TAC VKN, TURN LEFT TO JOIN 15 TAC ARC VKN DVOR/TAC. THEN TURN RIGHT TO INTERCEPT RDL 359 VKN DVOR FOR STRAIGHT-IN APPROACH RWY 18. NOTE : CROSS RDL 325 VKN DVOR 4900 FT OR ABOVE.
DAGAD ONE FOXTROT ARRIVAL (DAGAD 1F)	**FROM ATS ROUTE W540**	AT DAGAD TRACK INBOUND ON TR 164° (RDL 344 VKN DVOR). AT 23 TAC VKN, TURN LEFT ON TR 140° TO INTERCEPT RDL 359 VKN DVOR FOR STRAIGHT-IN APPROACH RWY 18. NOTE : CROSS 23 TAC VKN DVOR 3500 FT OR ABOVE.

AERONAUTICAL DATA TABULATION

WAYPOINT / NAVAID/ FIX	NAVAID FREQUENCY / CROSS REFERENCE FROM NAVAID	COORDINATE (WGS84)	
KUANTAN (VKN) DVOR/TAC	113.7 MHZ / CH 84X	03° 46' 23" N	103° 12' 40" E
PEKAN (VPK) DVOR/DME	115.6 MHZ / CH 103X	03° 23' 17" N	103° 25' 16" E
DAGAD	RDL 344 VKN / T30.4 VKN	04° 15' 45" N	103° 04' 22" E
MEVOK	RDL 235 VKN / T30.0 VKN	03° 28' 59" N	102° 48' 06" E
OBLIG	RDL 319 VKN / T30.3 VKN	04° 09' 20" N	102° 52' 41" E
OSTIN	RDL 016 VKN / T30.4 VKN	04° 15' 42" N	103° 21' 07" E
TAXUL	RDL 082 VKN / T28.3 VKN	03° 50' 36" N	103° 40' 36" E
IAF	RDL 359 VKN / T15.0 VKN	04° 01' 27" N	103° 12' 22" E
IF	RDL 359 VKN / T11.8 VKN	03° 58' 15" N	103° 12' 25" E

NEW TABULAR


STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO
TRANSITION ALTITUDE
11000 ft
TWR 118.10 , 238.10
GND 120.40 , 263.90
APP 119.70 , 249.30
ATIS 127.50 , 253.80
SRA 118.70 , 261.60
KUANTAN/SULTAN AHMAD SHAH (WMKD)
RNAV (GNSS) RWY 36
OSTIN 1G
VPK 1G
OBLIG 1G
TAXUL 1G
MEVOK 1G
DAGAG 1G
MSA 25 NM FROM VKN DVOR/TAC
ELEV, ALT, HGT IN FT
BRG, TRK, RDL ARE MAG
DIST IN NM
VAR 0°W (2025)
6000
4600
2500
KERTEH
DVOR/DME 113.3
VKP
CH 80X
KERTEH CTR SFC - 5500 FT
KUANTAN TMA
4500 FT - FL 245
DAGAD
8000
OSTIN
4000
OBLIG
11000
KD255
6000
KD252
KD312
4600
KD851
2600
KD253
TAXUL
9500
DODUT
3500
NONAB
3500
PUPEL
3500
KD351
MEVOK
7000
VPK
8000
PEKAN
DVOR/DME 115.6
VPK
CH 103X
ADNUT
BUVAL
PADLI
SOUTH CHINA SEA
KUANTAN CTR SFC TO 4500 FT 20 NM ARP
WMR 102B FL370 SFC
WMR 103B FL230 SFC
WMD 105 10000 FT ALT GND / SEA
WMR 104 10000 FT ALT 3000 FT ALT
CONTOUR INTERVAL
> 4000 ft
3000 ft
2500 ft
1500 ft
750 ft
NOTE :
• RNAV-1 NAVIGATION SPECIFICATION REQUIRED.
• GNSS REQUIRED.
• RADAR SERVICE REQUIRED.
• AFTER KD851, REFER INSTRUMENT APPROACH CHART RNP Y OR ILS Z or LOC Z RWY 36.
COMMUNICATION FAILURE:
- SET TRANSPONDER MODE A CODE 7600.
- IF UNDER PILOT NAVIGATION, MAINTAIN LAST ASSIGNED LEVEL FOR 3 MINUTES. IF NO ONWARD CLEARANCE IS RECEIVED, SUBSEQUENTLY DESCENT TO COMPLY WITH STAR AND LAND.
- IF UNDER RADAR VECTORING, MAINTAIN VECTOR FOR 1 MINUTES. IF BELOW MSA CLIMB TO MSA, THEN TRACK TO INTERCEPT CLEARED OR PREVIOUSLY ASSIGNED STAR AND LAND.
NEW CHART

STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
11000 ft

KUANTAN/SULTAN AHMAD SHAH (WMKD)
RNAV (GNSS) RWY 36

OSTIN 1G TAXUL 1G
VPK 1G MEVOK 1G
OBLIG 1G DAGAG 1G

TABULAR DESCRIPTION

OSTIN ONE GOLF ARRIVAL (OSTIN 1G)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE (°M)	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
IF	OSTIN	-	-	-	-	+4000	-	-
TF	KD252	-	180	19.1	-	-	-	RNAV 1
TF	NONAB	-	191	23.2	-	+3500	-	RNAV 1
TF	KD851	-	273	5.0	R	+2600	-	RNAV 1

TAXUL ONE GOLF ARRIVAL (TAXUL 1G)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE (°M)	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
IF	TAXUL	-	-	-	-	+9500	-	-
TF	KD253	-	228	17.2	-	-	-	RNAV 1
TF	KD351	-	228	8.4	-	-	-	RNAV 1
TF	NONAB	-	273	4.8	R	+3500	-	RNAV 1
TF	KD851	-	273	5.0	-	+2600	-	RNAV 1

VPK ONE GOLF ARRIVAL (VPK 1G)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE (°M)	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
IF	VPK	-	-	-	-	+8000	-	-
TF	PUPEL	-	292	14.8	-	+3500	-	RNAV 1
TF	KD851	-	003	5.0	R	+2600	-	RNAV 1

MEVOK ONE GOLF ARRIVAL (MEVOK 1G)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE (°M)	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
IF	MEVOK	-	-	-	-	+7000	-	-
TF	DODUT	-	075	19.4	-	+3500	-	RNAV 1
TF	KD851	-	093	5.0	R	+2600	-	RNAV 1

NEW TABULAR

STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
11000 ft

KUANTAN/SULTAN AHMAD SHAH (WMKD)
RNAV (GNSS) RWY 36
OSTIN 1G TAXUL 1G
VPK 1G MEVOK 1G
OBLIG 1G DAGAG 1G

TABULAR DESCRIPTION

OBLIG ONE GOLF ARRIVAL (OBLIG 1G)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE (°M)	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
IF	OBLIG	-	-	-	-	+11000	-	-
TF	KD255	-	166	16.9	-	+6000	-	RNAV 1
TF	KD312	-	166	15.4	-	+4600	-	RNAV 1
TF	DODUT	-	121	7.3	L	+3500	-	RNAV 1
TF	KD851	-	093	5.0	L	+2600	-	RNAV 1

DAGAD ONE GOLF ARRIVAL (DAGAD 1G)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE (°M)	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
IF	DAGAD	-	-	-	-	+8000	-	-
TF	KD255	-	199	24.0	-	+6000	-	RNAV 1
TF	KD312	-	166	15.4	L	+4600	-	RNAV 1
TF	DODUT	-	121	7.3	L	+3500	-	RNAV 1
TF	KD851	-	093	5.0	L	+2600	-	RNAV 1

NEW TABULAR

STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
11000 ft

KUANTAN/SULTAN AHMAD SHAH (WMKD)
RNAV (GNSS) RWY 36

OSTIN 1G TAXUL 1G
VPK 1G MEVOK 1G
OBLIG 1G DAGAG 1G

AERONAUTICAL DATA TABULATION

WAYPOINT IDENTIFIER	COORDINATE (WGS84)	
DAGAD	04° 15' 45" N	103° 04' 22" E
DODUT	03° 34' 06" N	103° 06' 51" E
MEVOK	03° 28' 59" N	102° 48' 06" E
NONAB	03° 33' 33" N	103° 16' 50" E
OBLIG	04° 09' 20" N	102° 52' 41" E
OSTIN	04° 15' 42" N	103° 21' 07" E
PUPEL	03° 28' 48" N	103° 11' 35" E
TAXUL	03° 50' 36" N	103° 40' 36" E
KD252	03° 56' 28" N	103° 21' 06" E
KD253	03° 38' 59" N	103° 27' 54" E
KD255	03° 52' 50" N	102° 56' 47" E
KD312	03° 37' 51" N	103° 00' 37" E
KD351	03° 33' 17" N	103° 21' 40" E
KD851	03° 33' 49" N	103° 11' 51" E
PEKAN (VPK) DVOR/DME	03° 23' 17" N	103° 25' 16" E

NEW TABULAR

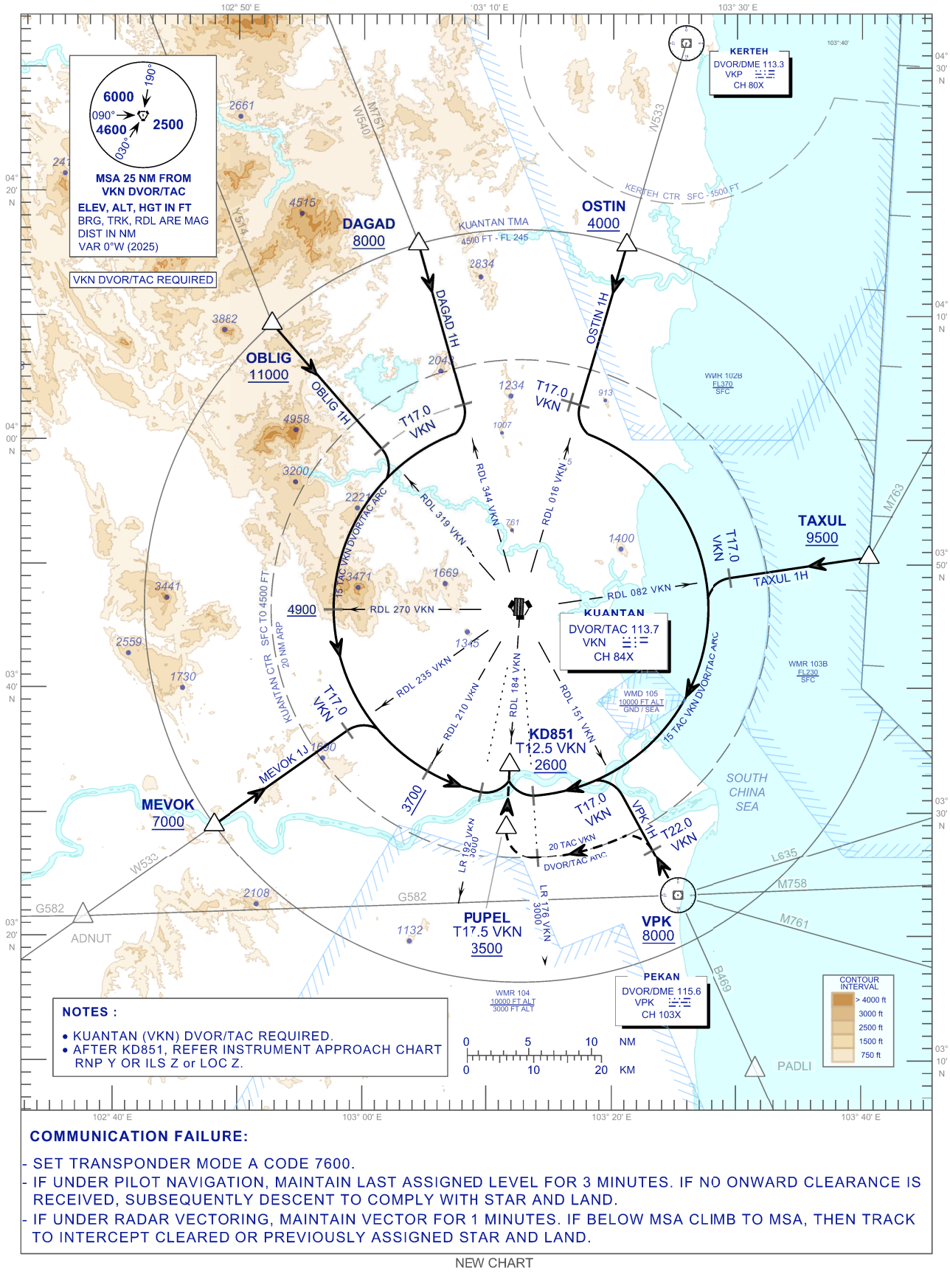
STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
11000 ft

TWR	118.10 , 238.10
GND	120.40 , 263.90
APP	119.70 , 249.30
ATIS	127.50 , 253.80
SRA	118.70 , 261.60

KUANTAN/SULTAN AHMAD SHAH (WMKD)
VOR/TAC ARC RWY 36

OSTIN 1H TAXUL 1H
VPK 1H MEVOK 1H
OBLIG 1H DAGAG 1H



NOTES :

- KUANTAN (VKN) DVOR/TAC REQUIRED.
- AFTER KD851, REFER INSTRUMENT APPROACH CHART RNP Y OR ILS Z or LOC Z.

COMMUNICATION FAILURE:

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

NEW CHART

STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
11000 ft

KUANTAN/SULTAN AHMAD SHAH (WMKD)
VOR/TAC ARC RWY 36

OSTIN 1H TAXUL 1H
VPK 1H MEVOK 1H
OBLIG 1H DAGAG 1H

TABULAR DESCRIPTION

DESIGNATOR	AIRWAYS	STAR DESCRIPTION
OSTIN ONE HOTEL ARRIVAL (OSTIN 1H)	FROM ATS ROUTE W533	AT OSTIN TRACK INBOUND ON TR 196° (RDL 016 VKN DVOR). AT 17 TAC VKN, TURN LEFT TO JOIN 15 TAC ARC VKN DVOR/VOR. THEN TURN RIGHT TO INTERCEPT RDL 184 VKN DVOR FOR STRAIGHT-IN APROACH RWY 36.
TAXUL ONE HOTEL ARRIVAL (TAXUL 1H)	FROM ATS ROUTE Y349	AT TAXUL TRACK INBOUND ON TR 262° (RDL 082 VKN DVOR). AT 17 TAC VKN, TURN LEFT TO JOIN 15 TAC ARC VKN DVOR/TAC. THEN TURN RIGHT TO INTERCEPT RDL 184 VKN DVOR FOR STRAIGHT-IN APROACH RWY 36.
VPK ONE HOTEL ARRIVAL (VPK 1H)	FROM ATS ROUTE B469	AT VPK TRACK INBOUND ON TR 331° (RDL 151 VKN DVOR). AT 17 TAC VKN, TURN LEFT TO JOIN 15 TAC ARC VKN DVOR/TAC. THEN TURN RIGHT TO INTERCEPT RDL 184 VKN DVOR FOR STRAIGHT-IN APROACH RWY 36. NOTE : ALTERNATE 20 TAC VKN DVOR/TAC ARC, WHEN INSTRUCTED BY ATC.
MEVOK ONE HOTEL ARRIVAL (MEVOK 1H)	FROM ATS ROUTE W533	AT MEVOK TRACK INBOUND ON TR 055° (RDL 235 VKN DVOR). AT 17 TAC VKN, TURN RIGHT TO JOIN 15 TAC ARC VKN DVOR/TAC. THEN TURN LEFT TO INTERCEPT RDL 184 VKN DVOR FOR STRAIGHT-IN APROACH RWY 36. NOTE : CROSS RDL 210 VKN DVOR AT 3700 FT OR ABOVE.
OBLIG ONE HOTEL ARRIVAL (OBLIG 1H)	FROM ATS ROUTE Y514	AT OBLIG TRACK INBOUND ON TR 139° (RDL 319 VKN DVOR). AT 17 TAC VKN, TURN RIGHT TO JOIN 15 TAC ARC VKN DVOR/TAC. THEN TURN LEFT TO INTERCEPT RDL 184 VKN DVOR FOR STRAIGHT-IN APROACH RWY 36. NOTE : 1. CROSS RDL 270 VKN DVOR AT 4900 FT OR ABOVE. 2. CROSS RDL 210 VKN DVOR AT 3700 FT OR ABOVE.
DAGAD ONE HOTEL ARRIVAL (DAGAD 1H)	FROM ATS ROUTE W540	AT DAGAD TRACK INBOUND ON TR 164° (RDL 344 VKN DVOR). AT 17 TAC VKN, TURN LEFT TO JOIN 15 TAC ARC VKN DVOR/TAC. THEN TURN RIGHT TO INTERCEPT RDL 184 VKN DVOR FOR STRAIGHT-IN APROACH RWY 36. NOTE : 1. CROSS RDL 270 VKN DVOR AT 4900 FT OR ABOVE. 2. CROSS RDL 210 VKN DVOR AT 3700 FT OR ABOVE.

AERONAUTICAL DATA TABULATION

WAYPOINT / NAVAID/ FIX	NAVAID FREQUENCY / CROSS REFERENCE FROM NAVAID	COORDINATE (WGS84)	
KUANTAN (VKN) DVOR/TAC	113.7 MHZ / CH 84X	03° 46' 23" N	103° 12' 40" E
PEKAN (VPK) DVOR/DME	115.6 MHZ / CH 103X	03° 23' 17" N	103° 25' 16" E
DAGAD	RDL 344 VKN / T30.4 VKN	04° 15' 45" N	103° 04' 22" E
MEVOK	RDL 235 VKN / T30.0 VKN	03° 28' 59" N	102° 48' 06" E
OBLIG	RDL 319 VKN / T30.3 VKN	04° 09' 20" N	102° 52' 41" E
OSTIN	RDL 016 VKN / T30.4 VKN	04° 15' 42" N	103° 21' 07" E
PUPEL	RDL 184 VKN / T17.5 VKN	03° 28' 48" N	103° 11' 35" E
TAXUL	RDL 082 VKN / T28.3 VKN	03° 50' 36" N	103° 40' 36" E
KD851	RDL 184 VKN / T12.5 VKN	03° 33' 49" N	103° 11' 51" E

NEW TABULAR

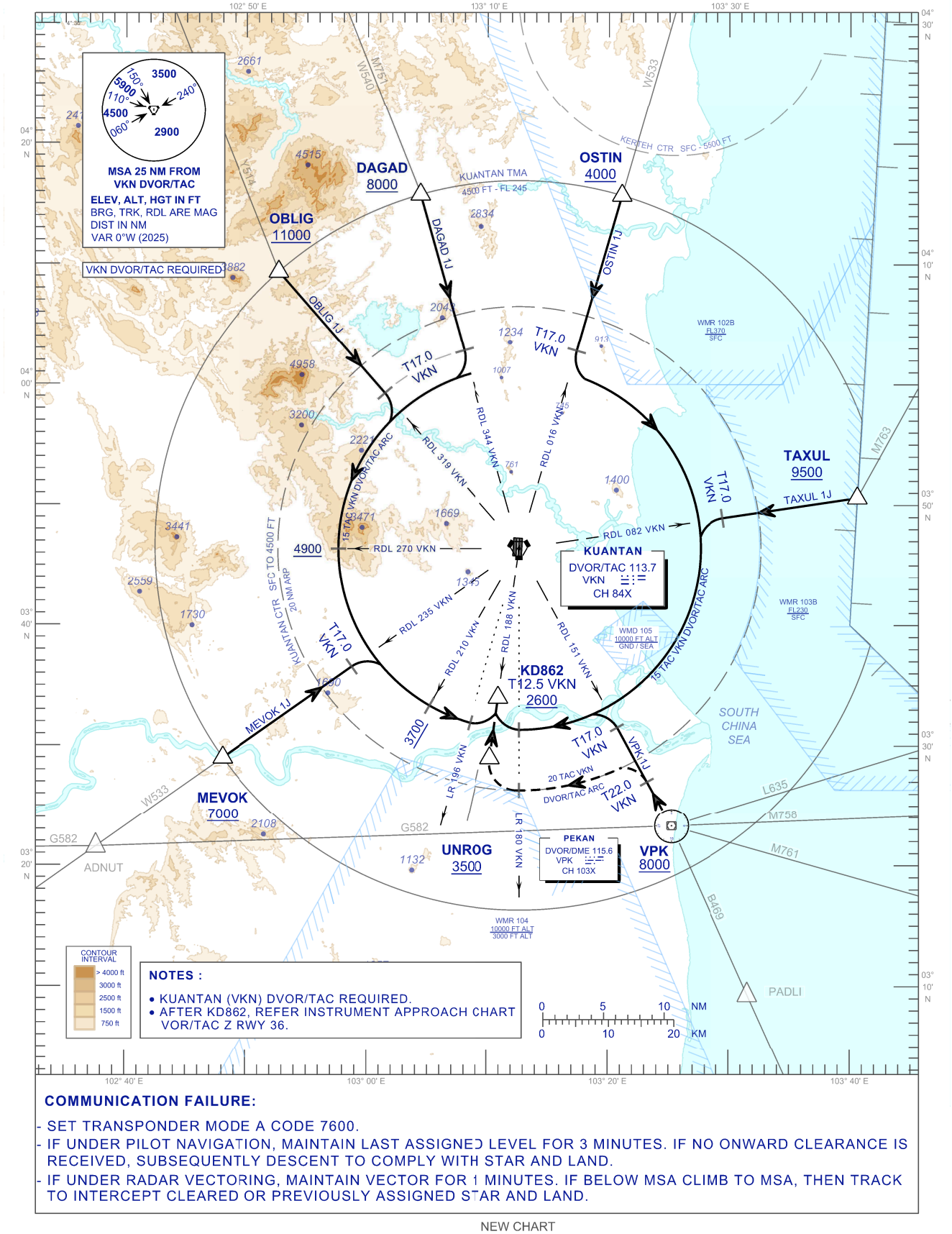
STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
11000 ft

TWR	118.10 , 238.10
GND	120.40 , 263.90
APP	119.70 , 249.30
ATIS	127.50 , 253.80
SRA	118.70 , 261.60

KUANTAN/SULTAN AHMAD SHAH (WMKD)
VOR/TAC ARC RWY 36

OSTIN 1J TAXUL 1J
VPK 1J MEVOK 1J
OBLIG 1J DAGAG 1J



COMMUNICATION FAILURE:

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

NEW CHART

STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
11000 ft

KUANTAN/SULTAN AHMAD SHAH (WMKD)
VOR/TAC ARC RWY 36

OSTIN 1J TAXUL 1J
VPK 1J MEVOK 1J
OBLIG 1J DAGAG 1J

TABULAR DESCRIPTION

DESIGNATOR	AIRWAYS	STAR DESCRIPTION
OSTIN ONE JULIET ARRIVAL (OSTIN 1J)	FROM ATS ROUTE W533	AT OSTIN TRACK INBOUND ON TR 196° (RDL 016 VKN DVOR). AT 17 TAC VKN, TURN LEFT TO JOIN 15 TAC ARC VKN DVOR/TAC. THEN TURN RIGHT TO INTERCEPT RDL 188 VKN DVOR FOR VOR APROACH RWY 36.
TAXUL ONE JULIET ARRIVAL (TAXUL 1J)	FROM ATS ROUTE Y349	AT TAXUL TRACK INBOUND ON TR 262° (RDL 082 VKN DVOR). AT 17 TAC VKN, TURN LEFT TO JOIN 15 TAC ARC VKN DVOR/TAC. THEN TURN RIGHT TO INTERCEPT RDL 188 VKN DVOR FOR VOR APPROACH RWY 36.
VPK ONE JULIET ARRIVAL (VPK 1J)	FROM ATS ROUTE B469	AT VPK TRACK INBOUND ON TR 331° (RDL 151 VKN DVOR). AT 17 TAC VKN, TURN LEFT TO JOIN 15 TAC ARC VKN DVOR/TAC. THEN TURN RIGHT TO INTERCEPT RDL 188 VKN DVOR FOR VOR APPROACH RWY 36. NOTE : ALTERNATE 20 TAC VKN DVOR/TAC ARC, WHEN INSTRUCTED BY ATC.
MEVOK ONE JULIET ARRIVAL (MEVOK 1J)	FROM ATS ROUTE W533	AT MEVOK TRACK INBOUND ON TR 055° (RDL 235 VKN DVOR). AT 17 TAC VKN, TURN RIGHT TO JOIN 15 TAC ARC VKN DVOR/TAC. THEN TURN LEFT TO INTERCEPT RDL 188 VKN DVOR FOR VOR APPROACH RWY 36. NOTE : CROSS RDL 210 VKN DVOR AT 3700 FT OR ABOVE.
OBLIG ONE JULIET ARRIVAL (OBLIG 1J)	FROM ATS ROUTE Y514	AT OBLIG TRACK INBOUND ON TR 139° (RDL 319 VKN DVOR). AT 17 TAC VKN, TURN RIGHT TO JOIN 15 TAC ARC VKN DVOR/TAC. THEN TURN LEFT TO INTERCEPT RDL 188 VKN DVOR FOR VOR APPROACH RWY 36. NOTE : 1. CROSS RDL 270 VKN DVOR AT 4900 FT OR ABOVE. 2. CROSS RDL 210 VKN DVOR AT 3700 FT OR ABOVE.
DAGAD ONE JULIET ARRIVAL (DAGAD 1J)	FROM ATS ROUTE W540	AT DAGAD TRACK INBOUND ON TR 164° (RDL 344 VKN DVOR). AT 17 TAC VKN, TURN RIGHT TO JOIN 15 TAC ARC VKN DVOR/TAC. THEN TURN LEFT TO INTERCEPT RDL 188 VKN DVOR FOR VOR APPROACH RWY 36. NOTE : 1. CROSS RDL 270 VKN DVOR AT 4900 FT OR ABOVE. 2. CROSS RDL 210 VKN DVOR AT 3700 FT OR ABOVE.

AERONAUTICAL DATA TABULATION

WAYPOINT / NAVAID/ FIX	NAVAID FREQUENCY / CROSS REFERENCE FROM NAVAID	COORDINATE (WGS84)	
KUANTAN (VKN) DVOR/TAC	113.7 MHZ / CH 84X	03° 46' 23" N	103° 12' 40" E
PEKAN (VPK) DVOR/DME	115.6 MHZ / CH 103X	03° 23' 17" N	103° 25' 16" E
DAGAD	RDL 344 VKN / T30.4 VKN	04° 15' 45" N	103° 04' 22" E
MEVOK	RDL 235 VKN / T30.0 VKN	03° 28' 59" N	102° 48' 06" E
OBLIG	RDL 319 VKN / T30.3 VKN	04° 09' 20" N	102° 52' 41" E
OSTIN	RDL 016 VKN / T30.4 VKN	04° 15' 42" N	103° 21' 07" E
TAXUL	RDL 082 VKN / T28.3 VKN	03° 50' 36" N	103° 40' 36" E
UNROG	RDL 188 VKN / T17.5 VKN	03° 28' 58" N	103° 10' 15" E
KD862	RDL 188 VKN / T12.5 VKN	03° 33' 59" N	103° 10' 56" E

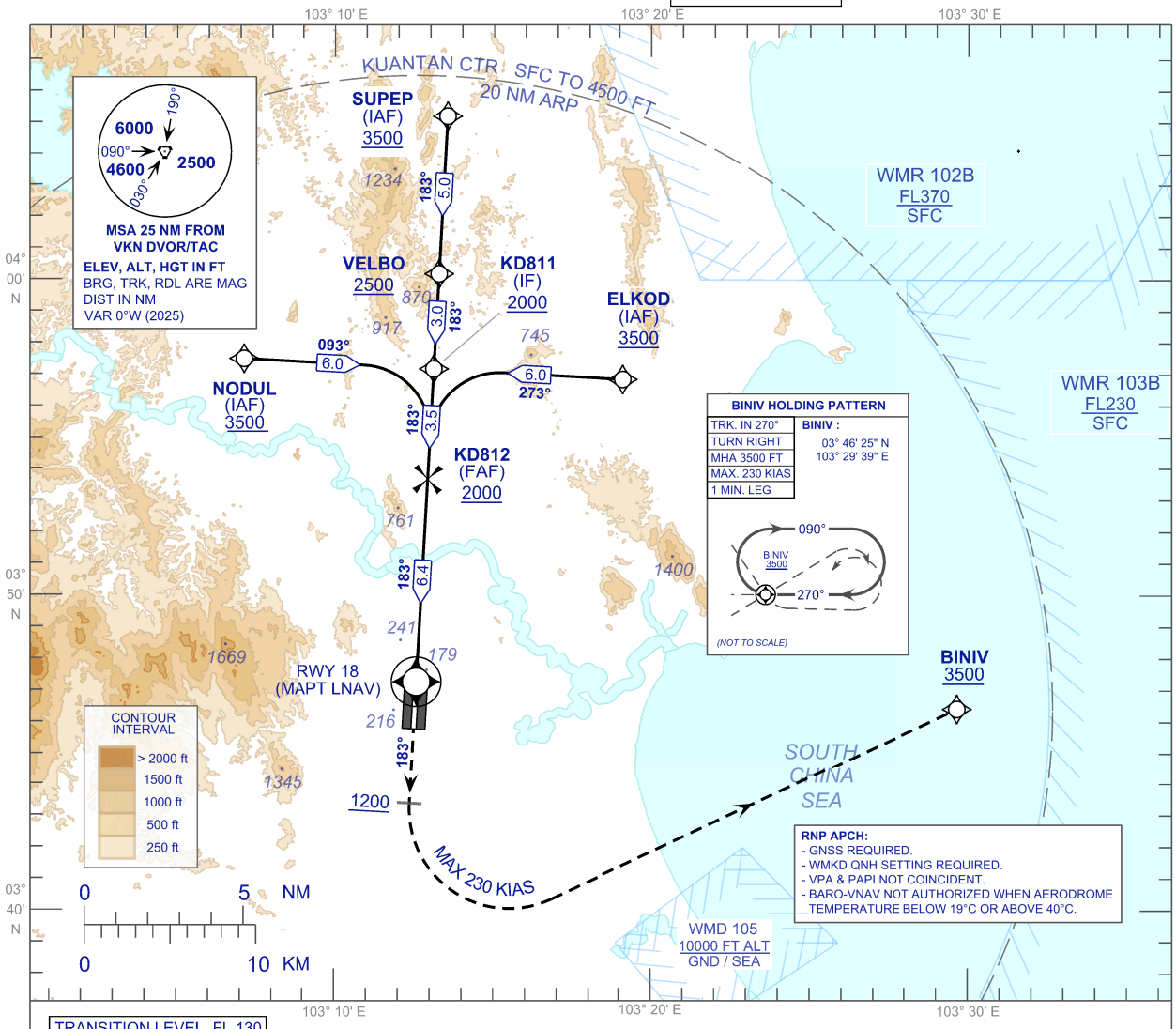
NEW TABULAR

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 55 ft
HEIGHT RELATED TO
THR RWY 18 - ELEV 55 ft

TWR	118.10 , 238.10
GND	120.40 , 263.90
APP	119.70 , 249.30
ATIS	127.50 , 253.80
SRA	118.70 , 261.60

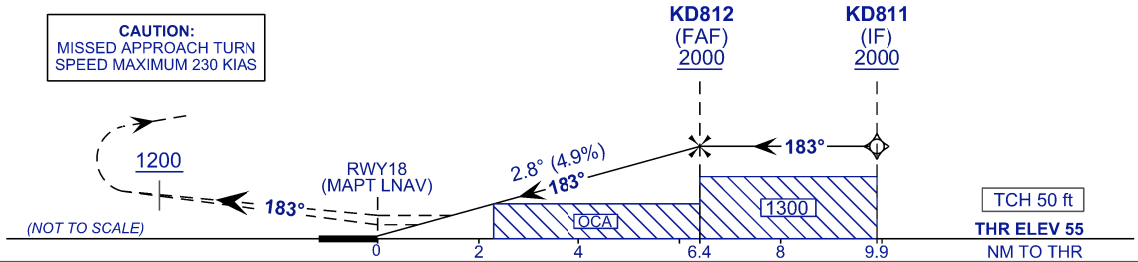
KUANTAN/SULTAN AHMAD SHAH (WMKD)
RNP Y RWY 18



TRANSITION LEVEL FL 130
TRANSITION ALT 11,000 ft

MISSED APPROACH:
CLIMB TO 3500 FT OR ABOVE ON TR 183°. ON PASSING 1200 FT TURN LEFT TO BINIV AND HOLD, OR AS DIRECTED BY ATC.

CAUTION:
MISSED APPROACH TURN SPEED MAXIMUM 230 KIAS



CAT. / OCA (H)	A	B	C	D
LNAV	**800** (745)			
LNAV / VNAV	**384** (329)		**402** (347)	

DIST THR RWY18 (NM)	6.4	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE (ft)	2000	1888	1591	1294	997	699	402

GROUND SPEED (KT)	80	100	120	140	160	180
FAF - RWY18 (6.4 NM) (MIN:SEC)	4:47	3:50	3:11	2:44	2:23	2:08
RATE OF DESCEND (4.9%) (FT/MIN)	400	500	590	690	790	890

NEW CHART

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 55 ft
HEIGHT RELATED TO
THR RWY 18 - ELEV 55 ft

KUANTAN/SULTAN AHMAD SHAH (WMKD)
RNP Y RWY 18

TABULAR DESCRIPTION

NODUL TRANSITION

SEQ.	PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE/ TRACK (M)	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	VPA/ TCH (FT)	NAVIGATION SPECIFICATION
010	IF	NODUL (IAF)	–	–	–	–	+3500	–	–	RNP APCH
020	TF	KD 811 (IF)	–	093°	6.0	–	+2000	–	–	RNP APCH
030	TF	KD812 (FAF)	–	183°	3.5	R	+2000	–	–	RNP APCH
040	TF	RWY18	Y	183°	6.4	–	–	–	-2.8°/50	RNP APCH
050	VA	–	–	183°	–	–	+1200	–	–	RNP APCH
060	DF	BINIV	–	–	–	L	+3500	-230	–	RNP APCH
070	HM	BINIV	Y	–	–	R	+3500	-230	–	RNP 1

SUPEP TRANSITION

SEQ.	PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE/ TRACK (M)	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	VPA/ TCH (FT)	NAVIGATION SPECIFICATION
010	IF	SUPEP (IAF)	–	–	–	–	+3500	–	–	RNP APCH
020	TF	VELBO	–	183°	5.0	–	+2500	–	–	RNP APCH
030	TF	KD 811 (IF)	–	183°	3.0	–	+2000	–	–	RNP APCH
040	TF	KD812 (FAF)	–	183°	3.5	–	+2000	–	–	RNP APCH
050	TF	RWY18	Y	183°	6.4	–	–	–	-2.8°/50	RNP APCH
060	VA	–	–	183°	–	–	+1200	–	–	RNP APCH
070	DF	BINIV	–	–	–	L	+3500	-230	–	RNP APCH
080	HM	BINIV	Y	–	–	R	+3500	-230	–	RNP 1

ELKOD TRANSITION

SEQ.	PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE/ TRACK (M)	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	VPA/ TCH (FT)	NAVIGATION SPECIFICATION
010	IF	ELKOD (IAF)	–	–	–	–	+3500	–	–	RNP APCH
020	TF	KD 811 (IF)	–	273°	6.0	–	+2000	–	–	RNP APCH
030	TF	KD812 (FAF)	–	183°	3.5	L	+2000	–	–	RNP APCH
040	TF	RWY18	Y	183°	6.4	–	–	–	-2.8°/50	RNP APCH
050	VA	–	–	183°	–	–	+1200	–	–	RNP APCH
060	DF	BINIV	–	–	–	L	+3500	-230	–	RNP APCH
070	HM	BINIV	Y	–	–	R	+3500	-230	–	RNP 1

NEW TABULAR

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 55 ft
HEIGHT RELATED TO
THR RWY 18 - ELEV 55 ft

KUANTAN/SULTAN AHMAD SHAH (WMKD)
RNP Y RWY 18

AERONAUTICAL DATA TABULATION

WAYPOINT IDENTIFIER	COORDINATES
NODUL (IAF)	03° 57' 29" N 103° 07' 07" E
SUPEP (IAF)	04° 05' 12" N 103° 13' 33" E
ELKOD (IAF)	03° 56' 51" N 103° 19' 07" E
VELBO	04° 00' 11" N 103° 13' 17" E
KD811 (IF)	03° 57' 10" N 103° 13' 07" E
KD812 (FAF)	03° 53' 39" N 103° 12' 56" E
THR RWY18 (MAPT LNAV)	03° 47' 15" N 103° 12' 35" E
BINIV	03° 46' 25" N 103° 29' 39" E

NEW TABULAR

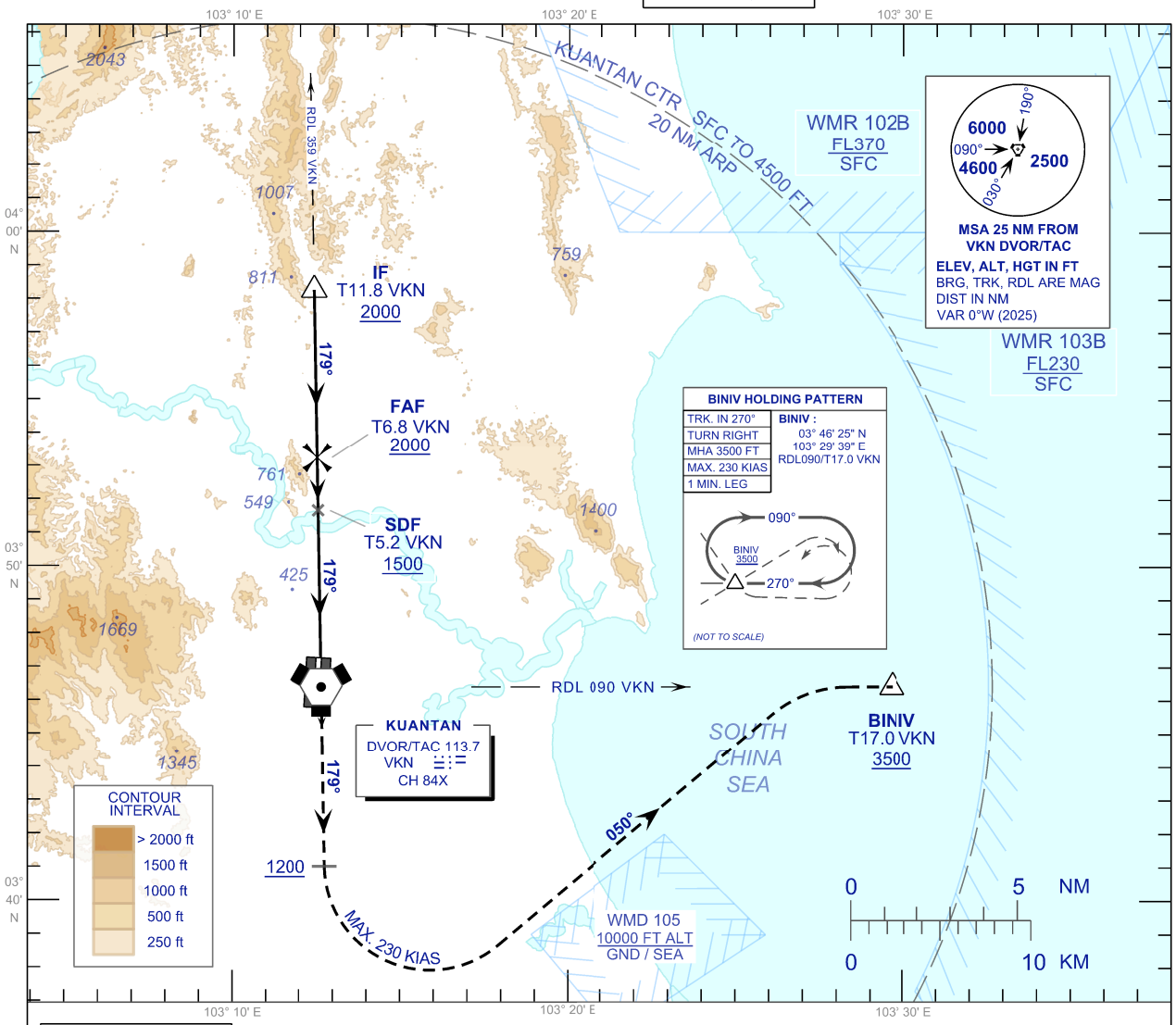
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INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 55 ft
HEIGHT RELATED TO
THR RWY 18 - ELEV 55 ft

TWR	118.10 , 238.10
GND	120.40 , 263.90
APP	119.70 , 249.30
ATIS	127.50 , 253.80
SRA	118.70 , 261.60

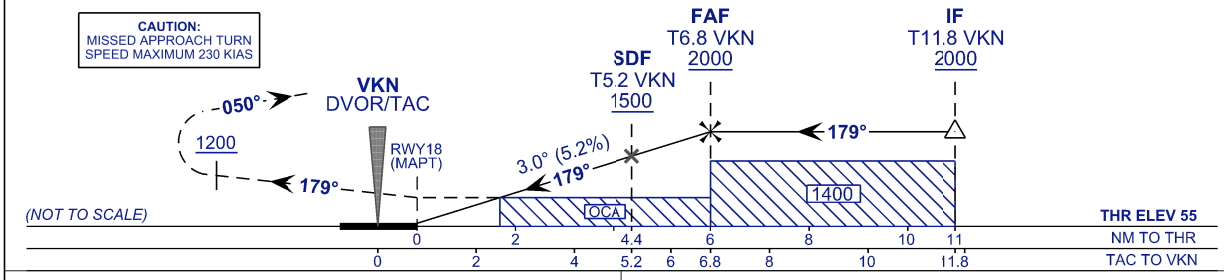
KUANTAN/SULTAN AHMAD SHAH (WMKD)
VOR/TAC Z RWY 18



TRANSITION LEVEL FL 130
TRANSITION ALT 11,000 ft

MISSED APPROACH:
CLIMB TO 3500 FT OR ABOVE ON TR 179°, ON PASSING 1200 FT TURN LEFT ON TR 050° TO INTERCEPT RDL 090 VKN DVOR/TAC THEN TO BINIV AND HOLD, OR AS DIRECTED BY ATC.

CAUTION:
MISSED APPROACH TURN SPEED MAXIMUM 230 KIAS



CAT. / OCA (H)	A	B	C	D
VOR/DME	**640** (585)			

TACAN VKN	6.8	5.8	4.8	3.8	2.8	1.8
DIST THR RWY18 (NM)	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE (ft)	2000	1682	1363	1045	726	408

GROUND SPEED (KT)	80	100	120	140	160	180
FAF - RWY18 (6.0 NM) (MIN:SEC)	4:28	3:34	2:58	2:33	2:14	1:59
RATE OF DESCEND (5.2%) (FT/MIN)	420	530	640	740	850	960

NEW CHART

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 55 ft
HEIGHT RELATED TO
THR RWY 18 - ELEV 55 ft

KUANTAN/SULTAN AHMAD SHAH (WMKD)
VOR/TAC Z RWY 18

AERONAUTICAL DATA TABULATION

WAYPOINT / NAVAID / FIX	NAVAID FREQUENCY / CROSS REFERENCE FROM NAVAID	COORDINATE (WGS84)	
KUANTAN (VKN) DVOR/TAC	113.7 MHZ / CH 84X	03° 46' 23" N	'103° 12' 40" E
IAF	RDL 359 VKN / T15.0 VKN	04° 01' 27" N	103° 12' 22" E
IF	RDL 359 VKN / T11.8 VKN	03° 58' 15" N	103° 12' 25" E
FAF	RDL 359 VKN / T6.8 VKN	03° 53' 14" N	103° 12' 31" E
SDF (STEP DOWN FIX)	RDL 359 VKN / T5.2 VKN	03° 51' 39" N	103° 12' 33" E
MAPT	RWY18 (FTP)	03° 47' 15" N	103° 12' 38" E
BINIV	RDL 090 VKN/ T17.0 VKN	03° 46' 25" N	103° 29' 39" E

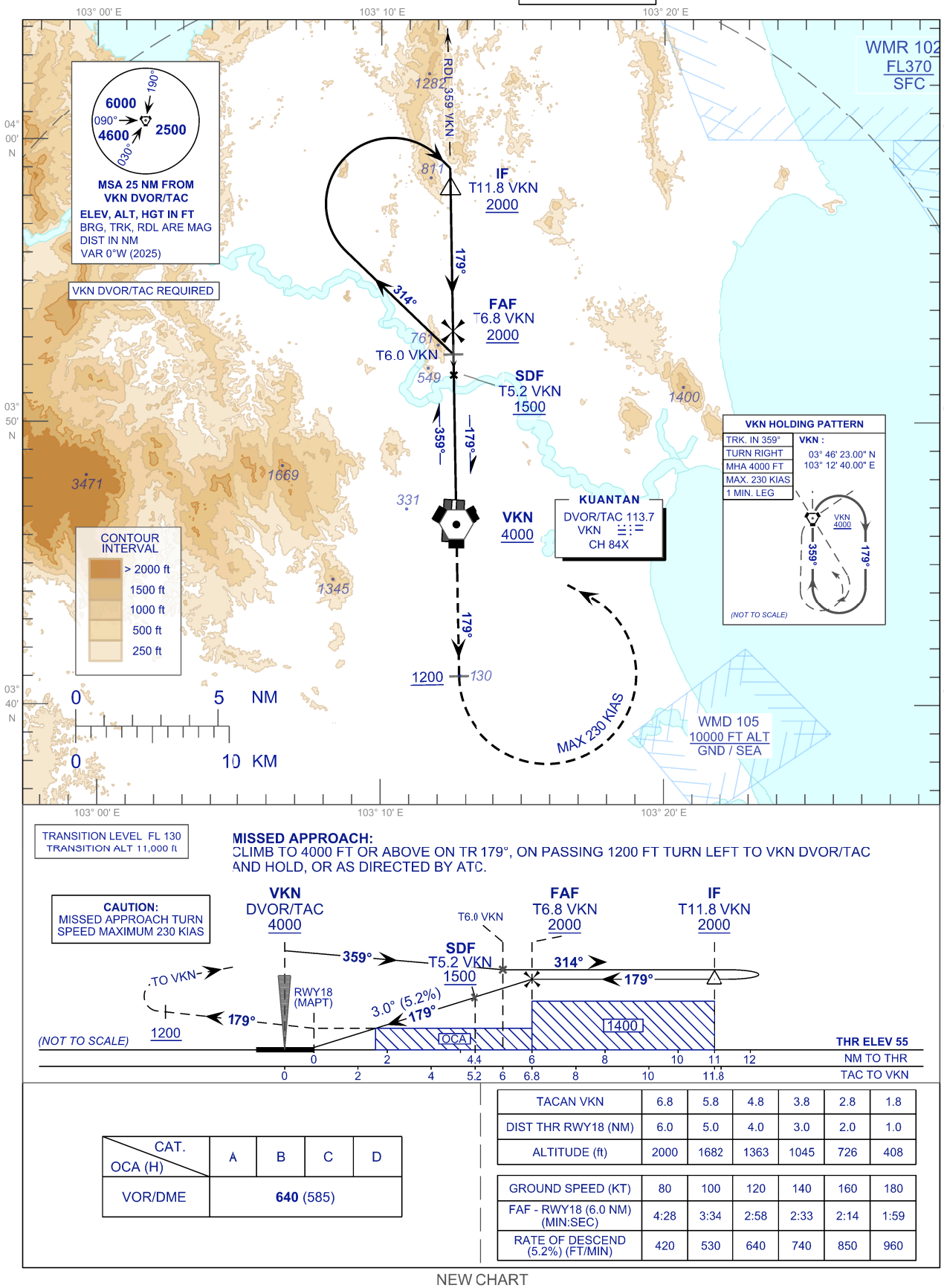
NEW TABULAR

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 55 ft
HEIGHT RELATED TO
THR RWY 18 - ELEV 55 ft

TWR	118.10 , 238.10
GND	120.40 , 263.90
APP	119.70 , 249.30
ATIS	127.50 , 253.80
SRA	118.70 , 261.60

KUANTAN/SULTAN AHMAD SHAH (WMKD)
VOR/TAC Y RWY 18



TRANSITION LEVEL FL 130
TRANSITION ALT 11,000 ft

MISSED APPROACH:
CLIMB TO 4000 FT OR ABOVE ON TR 179°, ON PASSING 1200 FT TURN LEFT TO VKN DVOR/TAC AND HOLD, OR AS DIRECTED BY ATC.

CAUTION:
MISSED APPROACH TURN SPEED MAXIMUM 230 KIAS

CAT. / OCA (H)	A	B	C	D
VOR/DME	**640** (585)			

TACAN VKN	6.8	5.8	4.8	3.8	2.8	1.8
DIST THR RWY18 (NM)	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE (ft)	2000	1682	1363	1045	726	408

GROUND SPEED (KT)	80	100	120	140	160	180
FAF - RWY18 (6.0 NM) (MIN:SEC)	4:28	3:34	2:58	2:33	2:14	1:59
RATE OF DESCEND (5.2%) (FT/MIN)	420	530	640	740	850	960

NEW CHART

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 55 ft
HEIGHT RELATED TO
THR RWY 18 - ELEV 55 ft

KUANTAN/SULTAN AHMAD SHAH (WMKD)
VOR/TAC Y RWY 18

AERONAUTICAL DATA TABULATION

WAYPOINT / NAVAID / FIX	NAVAID FREQUENCY / CROSS REFERENCE FROM NAVAID	COORDINATE (WGS84)	
KUANTAN (VKN) DVOR/TAC	113.7 MHZ / CH 84X	03° 46' 23" N	103° 12' 40" E
IF	RDL 359 VKN / T11.8 VKN	03° 58' 15" N	103° 12' 25" E
FAF	RDL 359 VKN / T6.8 VKN	03° 53' 14" N	103° 12' 31" E
SDF (STEP DOWN FIX)	RDL 359 VKN / T5.2 VKN	03° 51' 39" N	103° 12' 33" E
MAPT	RWY18 (FTP)	03° 47' 15" N	103° 12' 38" E

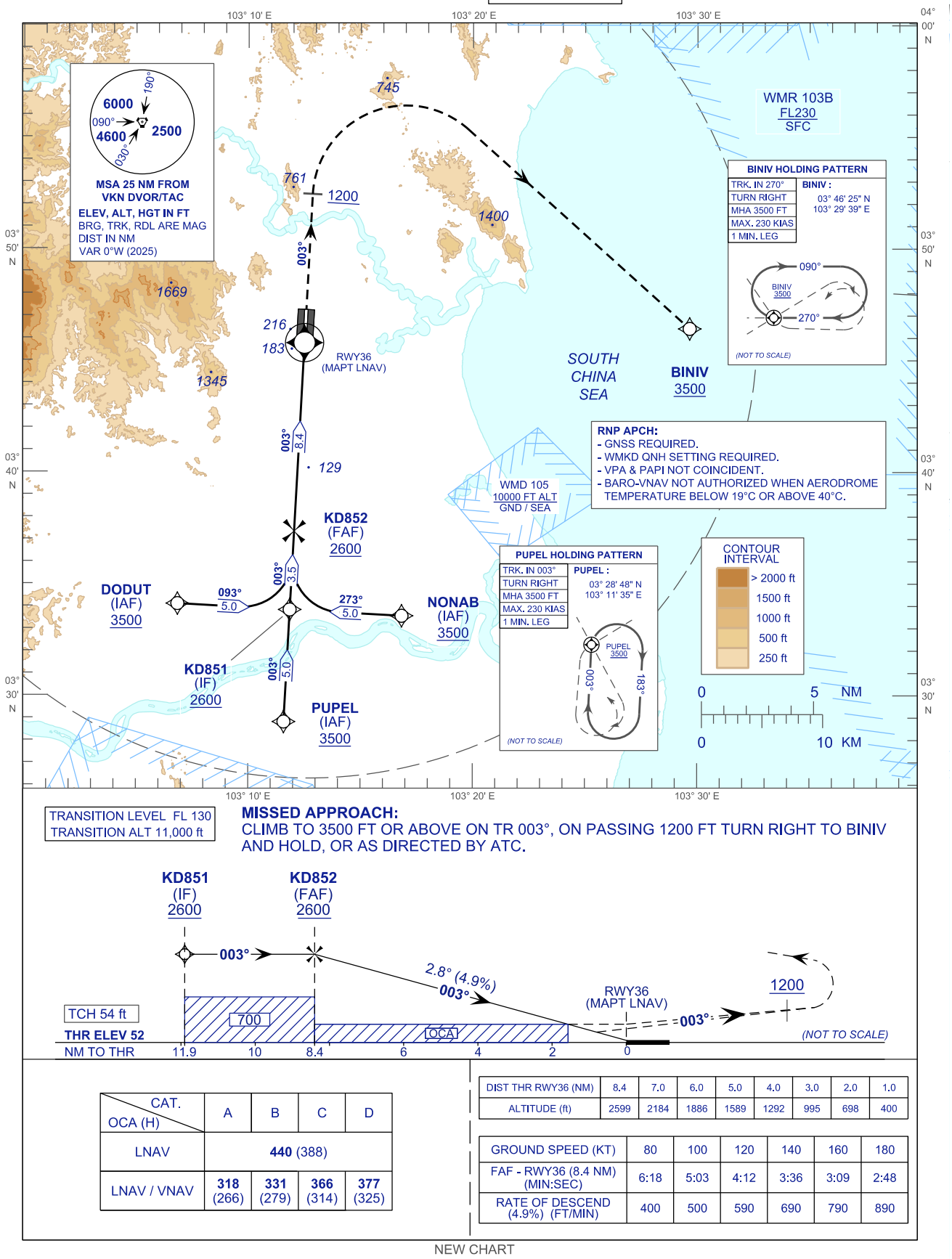
NEW TABULAR

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 55 ft
HEIGHT RELATED TO
THR RWY 36 - ELEV 52 ft

TWR	118.10 , 238.10
GND	120.40 , 263.90
APP	119.70 , 249.30
ATIS	127.50 , 253.80
SRA	118.70 , 261.60

KUANTAN/SULTAN AHMAD SHAH (WMKD)
RNP Y RWY 36



TRANSITION LEVEL FL 130
TRANSITION ALT 11,000 ft

MISSED APPROACH:
CLIMB TO 3500 FT OR ABOVE ON TR 003°, ON PASSING 1200 FT TURN RIGHT TO BINIV AND HOLD, OR AS DIRECTED BY ATC.

CAT. / OCA (H)	A	B	C	D
LNAV	**440** (388)			
LNAV / VNAV	**318** (266)	**331** (279)	**366** (314)	**377** (325)

DIST THR RWY36 (NM)	8.4	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE (ft)	2599	2184	1886	1589	1292	995	698	400

GROUND SPEED (KT)	80	100	120	140	160	180
FAF - RWY36 (8.4 NM) (MIN:SEC)	6:18	5:03	4:12	3:36	3:09	2:48
RATE OF DESCEND (4.9%) (FT/MIN)	400	500	590	690	790	890

NEW CHART

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 55 ft
HEIGHT RELATED TO
THR RWY 36 - ELEV 52 ft

KUANTAN/SULTAN AHMAD SHAH (WMKD)
RNP Y RWY 36

TABULAR DESCRIPTION

DODUT TRANSITION

SEQ.	PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE/ TRACK (M)	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	VPA/ TCH (FT)	NAVIGATION SPECIFICATION
010	IF	DODUT (IAF)	–	–	–	–	+3500	–	–	RNP APCH
020	TF	KD851 (IF)	–	093°	5.0	–	+2600	–	–	RNP APCH
030	TF	KD852 (FAF)	–	003°	3.5	R	+2600	–	–	RNP APCH
040	TF	RWY36	Y	003°	8.4	–	–	–	-2.8°/54	RNP APCH
050	VA	–	–	003°	–	–	+1200	–	–	RNP APCH
060	DF	BINIV	–	–	–	R	+3500	-230	–	RNP APCH
070	HM	BINIV	Y	–	–	R	+3500	-230	–	RNP 1

PUPEL TRANSITION

SEQ.	PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE/ TRACK (M)	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	VPA/ TCH (FT)	NAVIGATION SPECIFICATION
010	IF	PUPEL (IAF)	–	–	–	–	+3500	–	–	RNP APCH
020	TF	KD851 (IF)	–	003°	5.0	–	+2600	–	–	RNP APCH
030	TF	KD852 (FAF)	–	003°	3.5	–	+2600	–	–	RNP APCH
040	TF	RWY36	Y	003°	8.4	–	–	–	-2.8°/54	RNP APCH
050	VA	–	–	003°	–	–	+1200	–	–	RNP APCH
060	DF	BINIV	–	–	–	R	+3500	-230	–	RNP APCH
070	HM	BINIV	Y	–	–	R	+3500	-230	–	RNP 1

NONAB TRANSITION

SEQ.	PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE/ TRACK (M)	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	VPA/ TCH (FT)	NAVIGATION SPECIFICATION
010	IF	NONAB (IAF)	–	–	–	–	+3500	–	–	RNP APCH
020	TF	KD851 (IF)	–	273°	5.0	–	+2600	–	–	RNP APCH
030	TF	KD852 (FAF)	–	003°	3.5	R	+2600	–	–	RNP APCH
040	TF	RWY36	Y	003°	8.4	–	–	–	-2.8°/54	RNP APCH
050	VA	–	–	003°	–	–	+1200	–	–	RNP APCH
060	DF	BINIV	–	–	–	R	+3500	-230	–	RNP APCH
070	HM	BINIV	Y	–	–	R	+3500	-230	–	RNP 1

NEW TABULAR

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 55 ft
HEIGHT RELATED TO
THR RWY 36 - ELEV 52 ft

KUANTAN/SULTAN AHMAD SHAH (WMKD)
RNP Y RWY 36

AERONAUTICAL DATA TABULATION

WAYPOINT IDENTIFIER	COORDINATES
DODUT (IAF)	03° 34' 06" N 103° 06' 51" E
PUPEL (IAF)	03° 28' 48" N 103° 11' 35" E
NONAB (IAF)	03° 33' 33" N 103° 16' 50" E
KD851 (IF)	03° 33' 49" N 103° 11' 51" E
KDN852 (FAF)	03° 37' 20" N 103° 12' 03" E
THR RWY36 (MAPT LNAV)	03° 45' 46" N 103° 12' 30" E
BINIV	03° 46' 25" N 103° 29' 39" E

NEW TABULAR

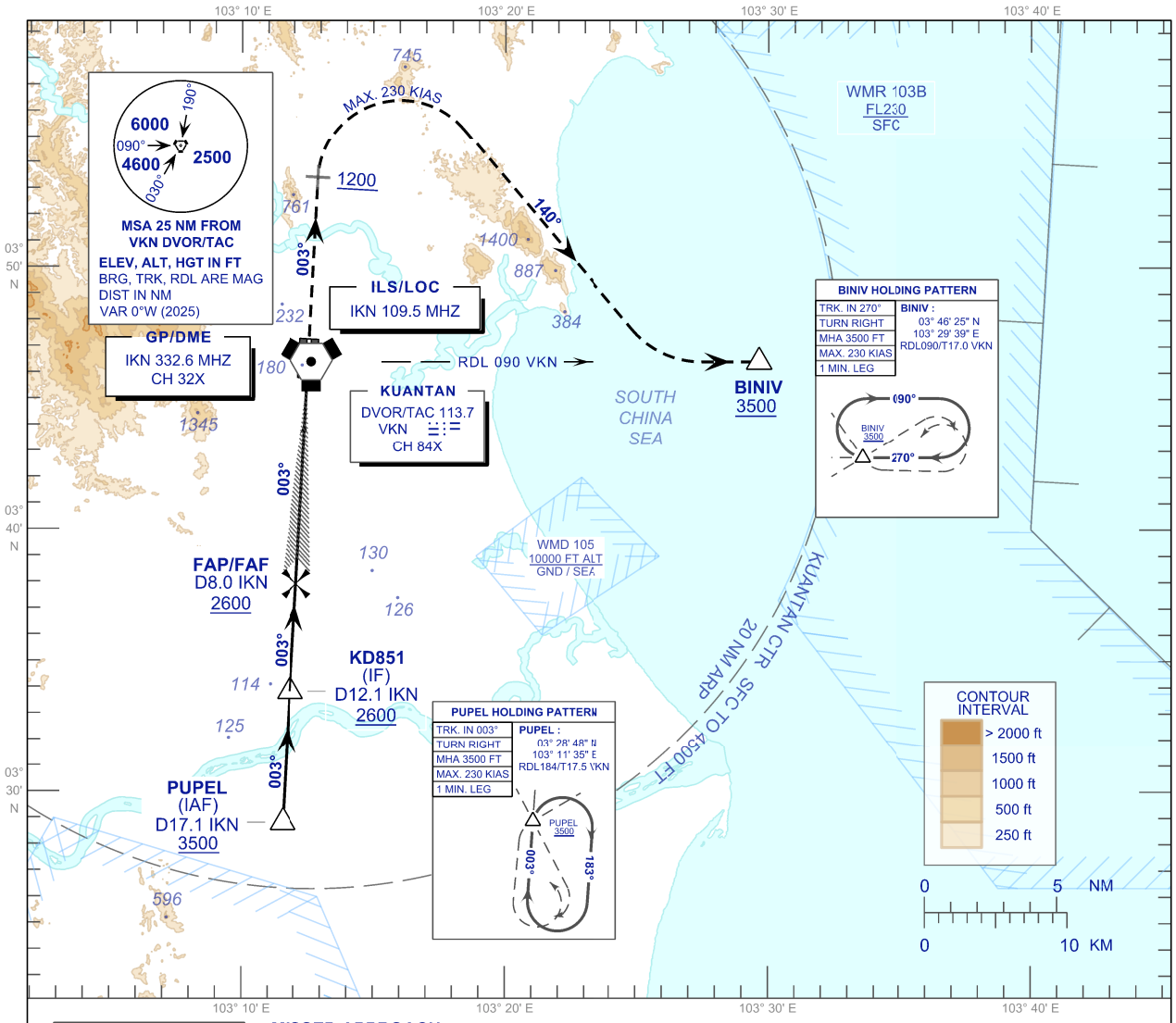
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INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 55 ft
HEIGHT RELATED TO
THR RWY 36 - ELEV 52 ft

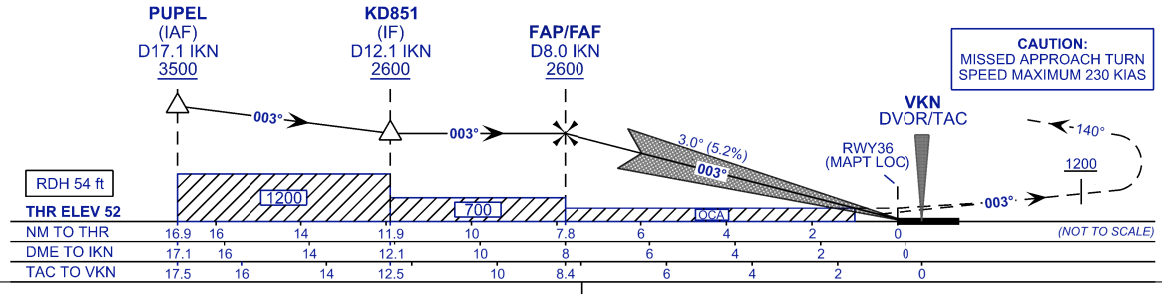
TWR	118.10 , 238.10
GND	120.40 , 263.90
APP	119.70 , 249.30
ATIS	127.50 , 253.80
SRA	118.70 , 261.60

KUANTAN/SULTAN AHMAD SHAH (WMKD)
ILS Z or LOC Z RWY 36



TRANSITION LEVEL FL 130
TRANSITION ALT 11,000 ft

MISSED APPROACH:
CLIMB TO 3500 FT OR ABOVE ON TR 003°, ON PASSING 1200 FT TURN RIGHT ON TR 140° TO INTERCEPT RDL 090 VKN DVOR/TAC THEN TO BINIV AND HOLD, OR AS DIRECTED BY ATC.



CAUTION:
MISSED APPROACH TURN SPEED MAXIMUM 230 KIAS

CAT. / OCA (H)	A	B	C	D
ILS/DME (CAT I)	**269** (217)	**281** (229)	**331** (279)	**341** (289)
LOC/DME (GP INOP)	**500** (445)			

DME IKN (NM)	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
DIST THR RWY36 (NM)	7.8	6.8	5.8	4.8	3.8	2.8	1.8	0.8
ALTITUDE (ft)	2600	2282	1963	1645	1326	1008	689	371

GROUND SPEED (KT)	80	100	120	140	160	180
FAF - RWY36 (7.8 NM) (MIN:SEC)	5:52	4:42	3:55	3:21	2:56	2:37
RATE OF DESCEND (5.2%) (FT/MIN)	420	530	640	740	850	960

NEW CHART

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 55 ft
HEIGHT RELATED TO
THR RWY 36 - ELEV 52 ft

KUANTAN/SULTAN AHMAD SHAH (WMKD)
ILS Z or LOC Z RWY 36

AERONAUTICAL DATA TABULATION

WAYPOINT / NAVAID / FIX	NAVAID FREQUENCY / CROSS REFERENCE FROM NAVAID	COORDINATE (WGS84)	
PUPEL (IAF)	RDL 184 VKN / D17.1 IKN	03° 28' 48" N	103° 11' 35" E
KD851 (IF)	RDL 184 VKN / D12.1 IKN	03° 33' 49" N	103° 11' 51" E
FAF/FAP	RDL 184 VKN / D8.0 IKN	03° 37' 55" N	103° 12' 05" E
MAPT (LOC ONLY)	THR RWY36	03° 45' 46" N	103° 12' 30" E
BINIV	RDL 090 VKN / T17.0 VKN	03° 46' 25" N	103° 29' 39" E
IKN LOC	109.5 MHz	03° 47' 27" N	103° 12' 35" E
IKN GP/DME	332.6 MHz / CH 32X	03° 45' 56" N	103° 12' 34" E
KUANTAN (VKN) DVOR/TAC	113.7 MHZ / CH 84X	03° 46' 23" N	'103° 12' 40" E

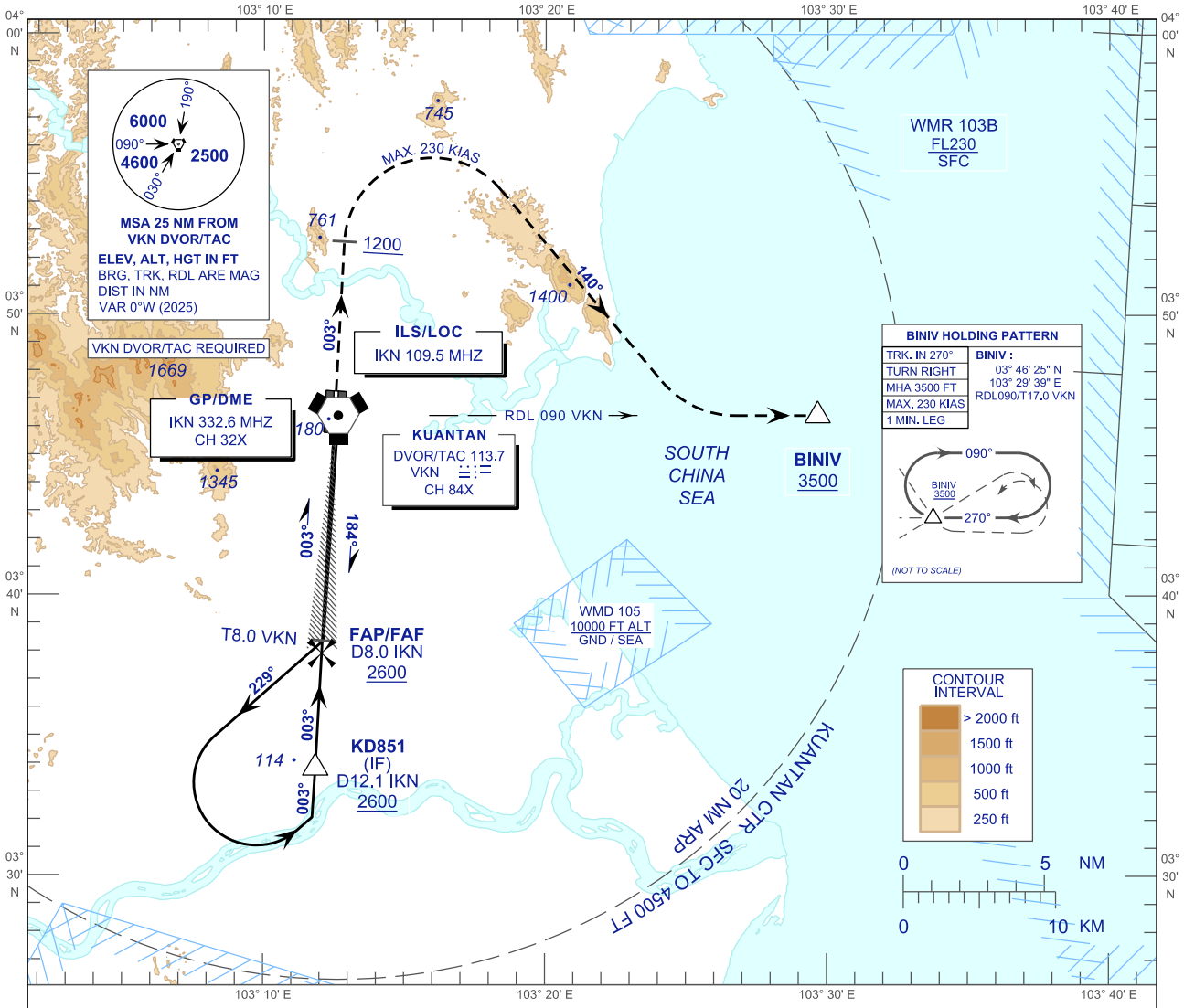
NEW TABULAR

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 55 ft
HEIGHT RELATED TO
THR RWY 36 - ELEV 52 ft

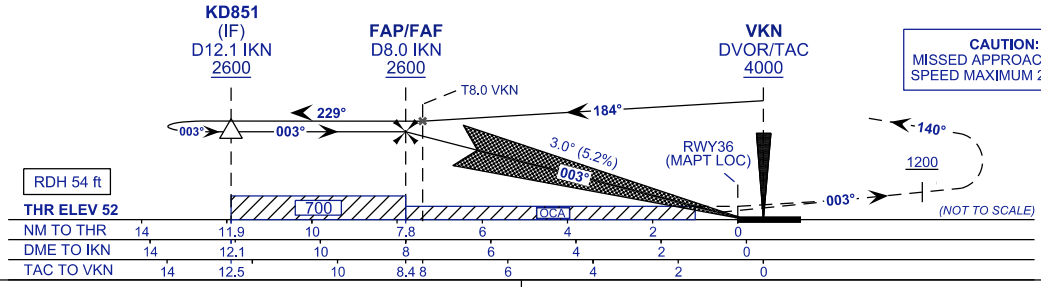
TWR	118.10 , 238.10
GND	120.40 , 263.90
APP	119.70 , 249.30
ATIS	127.50 , 253.80
SRA	118.70 , 261.60

KUANTAN/SULTAN AHMAD SHAH (WMKD)
ILS Y or LOC Y RWY 36



TRANSITION LEVEL FL 130
TRANSITION ALT 11,000 ft

MISSED APPROACH:
CLIMB TO 3500 FT OR ABOVE ON TR 003°, ON PASSING 1200 FT TURN RIGHT ON TR 140° TO INTERCEPT RDL 090 VKN DVOR/TAC THEN TO BINIV AND HOLD, OR AS DIRECTED BY ATC.



CAT. / OCA (H)	A	B	C	D
ILS/DME (CAT I)	**269** (217)	**281** (229)	**331** (279)	**341** (289)
LOC/DME (GP INOP)	**500** (448)			

DME IKN (NM)	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
DIST THR RWY36 (NM)	7.8	6.8	5.8	4.8	3.8	2.8	1.8	0.8
ALTITUDE (ft)	2600	2282	1963	1645	1326	1008	689	371

GROUND SPEED (KT)	80	100	120	140	160	180
FAF - RWY36 (7.8 NM) (MIN:SEC)	5:52	4:42	3:55	3:21	2:56	2:37
RATE OF DESCEND (5.2%) (FT/MIN)	420	530	640	740	850	960

NEW CHART

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 55 ft
HEIGHT RELATED TO
THR RWY 36 - ELEV 52 ft

KUANTAN/SULTAN AHMAD SHAH (WMKD)
ILS Y or LOC Y RWY 36

AERONAUTICAL DATA TABULATION

WAYPOINT / NAVAID / FIX	NAVAID FREQUENCY / CROSS REFERENCE FROM NAVAID	COORDINATE (WGS84)	
KD851 (IF)	RDL 184 VKN / D12.1 IKN	03° 33' 49" N	103° 11' 51" E
FAF/FAP	RDL 184 VKN / D8.0 IKN	03° 37' 55" N	103° 12' 05" E
MAPT (LOC ONLY)	THR RWY36	03° 45' 46" N	103° 12' 30" E
BINIV	RDL 090 VKN / T17.0 VKN	03° 46' 25" N	103° 29' 39" E
IKN LOC	109.5 MHz	03° 47' 27" N	103° 12' 35" E
IKN GP/DME	332.6 MHz / CH 32X	03° 45' 56" N	103° 12' 34" E
KUANTAN (VKN) DVOR/TAC	113.7 MHZ / CH 84X	03° 46' 23" N	'103° 12' 40" E

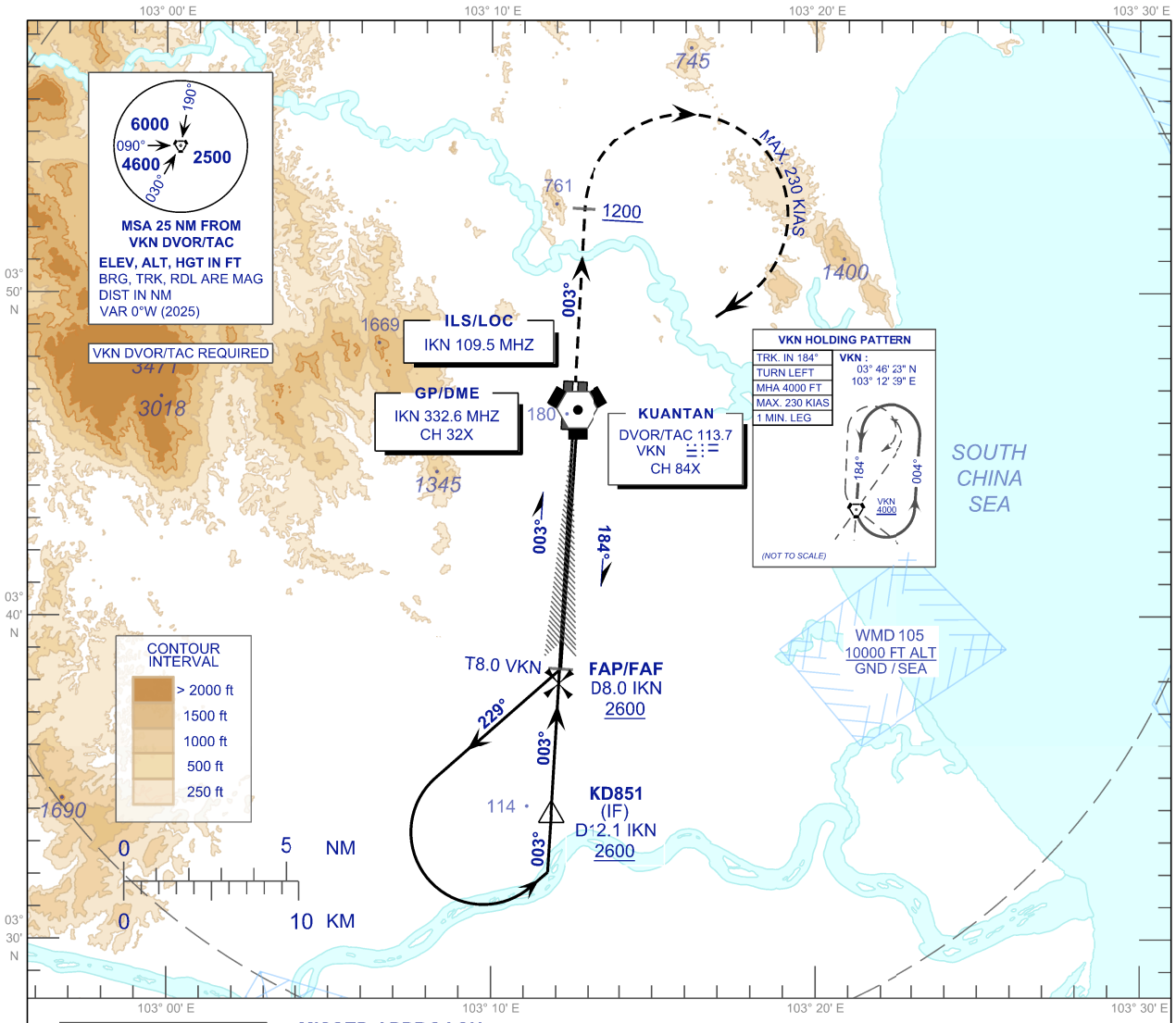
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INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 55 ft
HEIGHT RELATED TO
THR RWY 36 - ELEV 52 ft

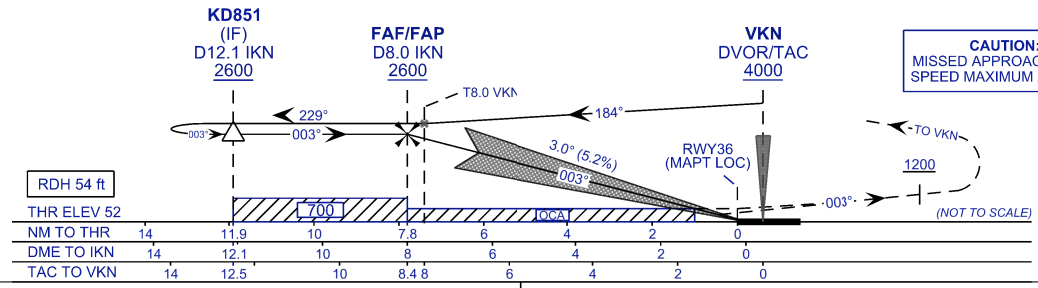
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ATIS	127.50 , 253.80
SRA	118.70 , 261.60

KUANTAN/SULTAN AHMAD SHAH (WMKD)
ILS X or LOC X RWY 36



TRANSITION LEVEL FL 130
TRANSITION ALT 11,000 ft

MISSED APPROACH:
CLIMB TO 4000 FT OR ABOVE ON TR 003°, ON PASSING 1200 FT TURN RIGHT TO VKN DVOR/TAC AND HOLD, OR AS DIRECTED BY ATC.



CAT. / OCA (H)	A	B	C	D
ILS/DME (CAT I)	**269** (217)	**281** (229)	**331** (279)	**341** (289)
LOC/DME (GP INOP)	**500** (448)			

DME IKN (NM)	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
DIST THR RWY36 (NM)	7.8	6.8	5.8	4.8	3.8	2.8	1.8	0.8
ALTITUDE (ft)	2600	2282	1963	1645	1326	1008	689	371

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FAF - RWY36 (7.8 NM) (MIN:SEC)	5:52	4:42	3:55	3:21	2:56	2:37
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INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 55 ft
HEIGHT RELATED TO
THR RWY 36 - ELEV 52 ft

KUANTAN/SULTAN AHMAD SHAH (WMKD)
ILS X or LOC X RWY 36

AERONAUTICAL DATA TABULATION

WAYPOINT / NAVAID / FIX	NAVAID FREQUENCY / CROSS REFERENCE FROM NAVAID	COORDINATE (WGS84)	
KD851 (IF)	RDL 184 VKN / D12.1 IKN	03° 33' 49" N	103° 11' 51" E
FAF/FAP	RDL 184 VKN / D8.0 IKN	03° 37' 55" N	103° 12' 05" E
MAPT (LOC ONLY)	THR RWY36	03° 45' 46" N	103° 12' 30" E
IKN LOC	109.5 MHz	03° 47' 27" N	103° 12' 35" E
IKN GP/DME	332.6 MHz / CH 32X	03° 45' 56" N	103° 12' 34" E
KUANTAN (VKN) DVOR/TAC	113.7 MHZ / CH 84X	03° 46' 23" N	103° 12' 40" E

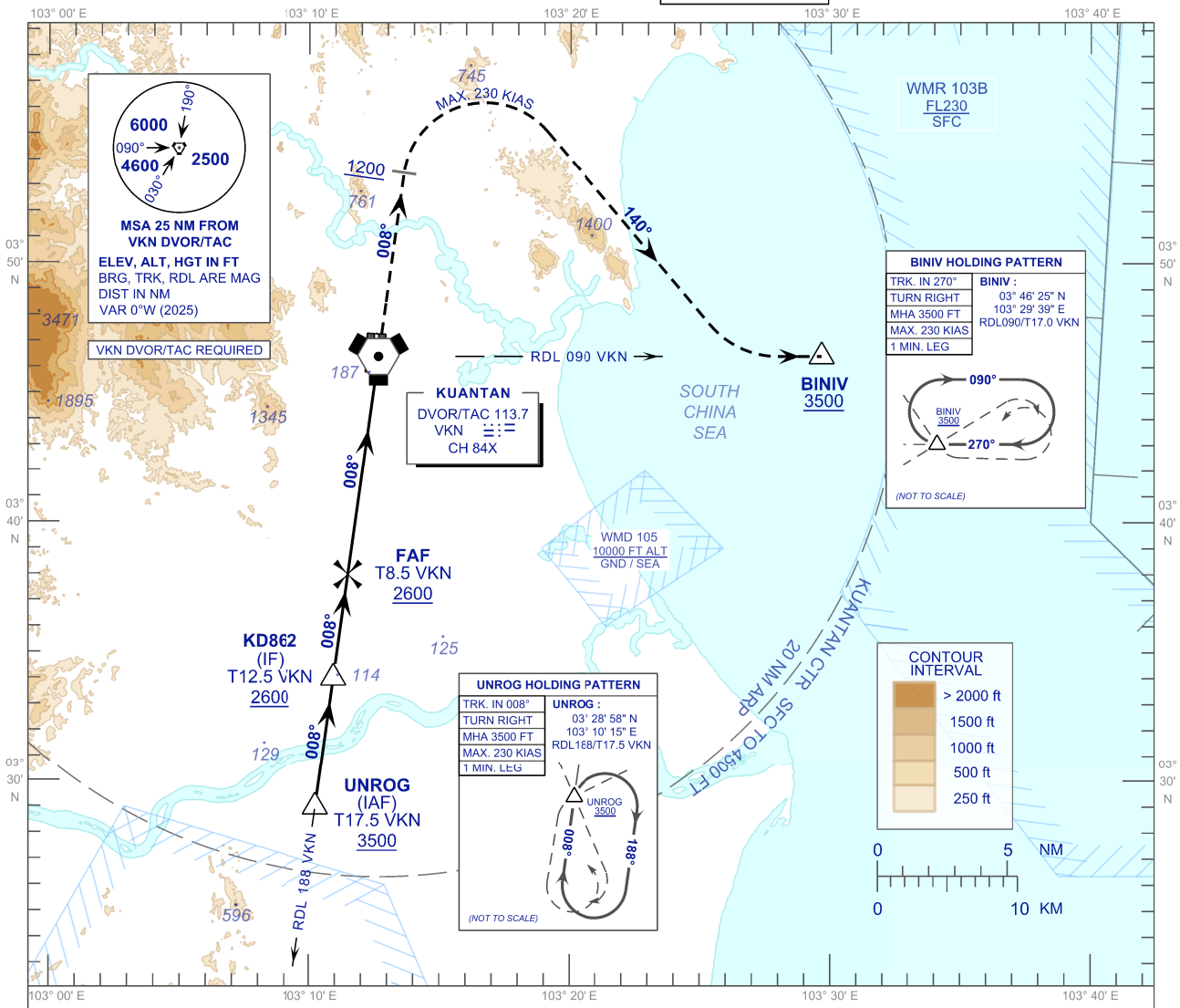
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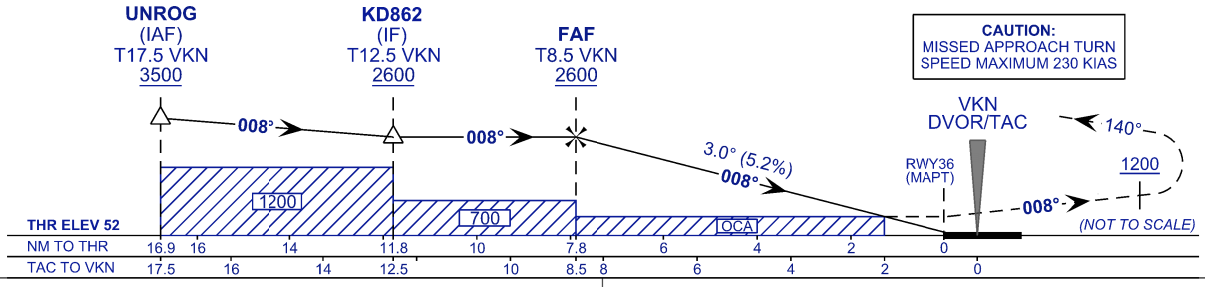
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KUANTAN/SULTAN AHMAD SHAH (WMKD)
VOR/TAC Z RWY 36



TRANSITION LEVEL FL 130
TRANSITION ALT 11,000 ft

MISSED APPROACH:
CLIMB TO 3500 FT OR ABOVE ON TR 008°, ON PASSING 1200 FT TURN RIGHT ON TR 140° TO INTERCEPT RDL 090 VKN DVOR/TAC THEN TO BINIV AND HOLD, OR AS DIRECTED BY ATC.



CAT. / OCA (H)	A	B	C	D
VOR/DME	**440** (388)			

TACAN VKN	8.5	7.5	6.5	5.5	4.5	3.5	2.5	1.5
DIST THR RWY36 (NM)	7.8	6.8	5.8	4.8	3.8	2.8	1.8	0.8
ALTITUDE (ft)	2600	2282	1963	1645	1326	1008	689	371

GROUND SPEED (KT)	80	100	120	140	160	180
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AERODROME ELEV 55 ft
HEIGHT RELATED TO
THR RWY 36 - ELEV 52 ft

**KUANTAN/SULTAN AHMAD SHAH (WMKD)
VOR/TAC Z RWY 36**

AERONAUTICAL DATA TABULATION

WAYPOINT / NAVAID / FIX	NAVAID FREQUENCY / CROSS REFERENCE FROM NAVAID	COORDINATE (WGS84)	
KUANTAN (VKN) DVOR/TAC	113.7 MHZ / CH 84X	03° 46' 23" N	'103° 12' 40" E
UNROG (IAF)	RDL 188 VKN / T17.5 VKN	03° 28' 58" N	103° 10' 15" E
KD862 (IF)	RDL 188 VKN / T12.5 VKN	03° 33' 59" N	103° 10' 56" E
FAF	RDL 188 VKN / T8.5 VKN	03° 37' 58" N	103° 11' 29" E
MAPT	RWY36 (FTP)	03° 45' 46" N	103° 12' 34" E
BINIV	RDL 090 VKN / T17.0 VKN	03° 46' 25" N	103° 29' 39" E

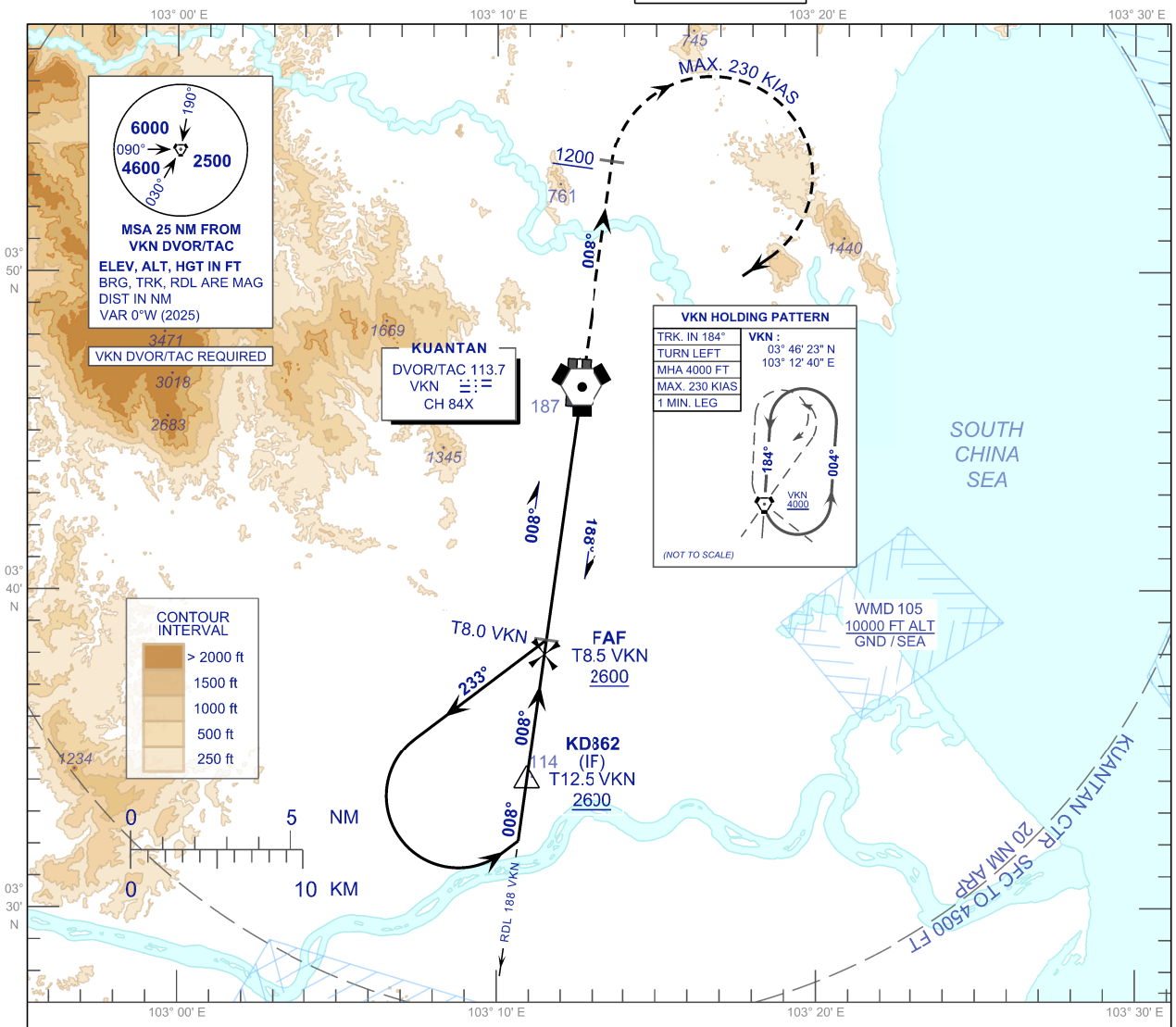
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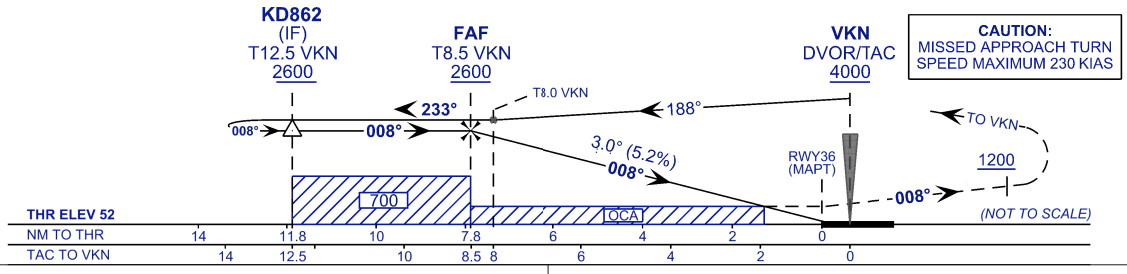
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KUANTAN/SULTAN AHMAD SHAH (WMKD)
VOR/TAC Y RWY 36



TRANSITION LEVEL FL 130
TRANSITION ALT 11,000 ft

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CAT. / OCA (H)	A	B	C	D
VOR/DME	**440** (388)			

TACAN VKN	8.5	7.5	6.5	5.5	4.5	3.5	2.5	1.5
DIST THR RWY36 (NM)	7.8	6.8	5.8	4.8	3.8	2.8	1.8	0.8
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VOR/TAC Y RWY 36

AERONAUTICAL DATA TABULATION

WAYPOINT / NAVAID / FIX	NAVAID FREQUENCY / CROSS REFERENCE FROM NAVAID	COORDINATE (WGS84)	
VKN DVOR/TAC	113.7 MHZ / CH 84X	03° 46' 23" N	103° 12' 40" E
KD862 (IF)	RDL 188 VKN / T12.5 VKN	03° 33' 59" N	103° 10' 56" E
FAF	RDL 188 VKN / T8.5 VKN	03° 37' 58" N	103° 11' 29" E
MAPT	RWY36 (FTP)	03° 45' 46" N	103° 12' 34" E

NEW TABULAR

WMKE AD 2.1 AERODROME LOCATION INDICATOR AND NAME

WMKE - KERTEH

WMKE AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	043218N 1032536E Near runway / AFRS service road intersection.
2	Direction and distance from (city)	5KM (3.0Nm), Bearing 331° from Kerteh Town
3	Elevation/Reference temperature	6 M / 31°C
4	Geoid undulation at AD ELEV PSN	+3M
5	MAG VAR/Annual change	0° W (2018)/-14' W
6	AD operator, address, telephone, telefax, e-mail address, AFS and website address	Operator: Senai Airport Terminal Services Sdn Bhd, Kerteh Airport, 24300 Kerteh,Kemaman, Terengganu TEL:+609-8261566 Ext. 590 Telefax:+609-8261615 e-mail:airsideops_kte@senaiairport.com ATC Services: Civil Aviation Authority Of Malaysia Kerteh Airport 24300 Kerteh Terengganu Darul Iman TEL:+609 - 8261172 Telefax:+609 - 8263187 e-mail:towerkerteh@yahoo.com
7	Types of traffic permitted (IFR/VFR)	IFR / VFR
8	Remarks	NIL

WMKE AD 2.3 OPERATIONAL HOURS

1	AD Operator	2245 - 1100
2	Customs and immigration	Available on request basis.
3	Health and sanitation	NIL
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	2245 - 1045
6	MET Briefing Office	2300 - 1100
7	ATS	2245 - 1045
8	Fuelling	2245 - 1100
9	Handling	NIL
10	Security	H24
11	De-icing	NIL
12	Remarks	Prior approval from Senai Airport Terminal Services Sdn. Bhd required for visiting / non-schedule flight and operation hours before 0800.

WMKE AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/oil types	Fuel: Jet A1
3	Fuelling facilities/capacity	Prior arrangement with PETRONAS Dagangan Berhad (PDB) Tel : +609 8265952 Fax : +609 8261 994 Fuel type:Jet A1
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

WMKE AD 2.5 PASSENGER FACILITIES

1	Hotels	Beach Resorts at 8 NM North & South from the airport
2	Restaurants	Airport Restaurant available seasonal (monsoon season)
3	Transportation	Personal arrangement
4	Medical facilities	Government & private clinic in town.
5	Bank and Post Office	Available in town.
6	Tourist Office	Tourist Information Office available in Chukai Town, Kemaman District.
7	Remarks	NIL

WMKE AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Required: CAT 5
2	Rescue equipment	Type of vehicles: a) 1 MPV (Multi Purpose Vehicle) : 1 unit b) Ultra Large Foam Tender : 2 units
3	Capability for removal of disabled aircraft	With arrangement by the respective airline and ground handler: a. Largest aircraft ATR-72 600
4	Remarks	NIL

WMKE AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	**Helicopter Apron** Surface: Concrete Strength: PCR 19 / R / C / W / T **General Aviation Apron** Surface : Asphalt (Flexible) Strength :PCR 24 / F / C / W / T
2	Taxiway width, surface and strength	**Taxiway:A** Width: 22 M Surface: Asphalt (Flexible) Strength: PCR 552 / F / B / X / T **Taxiway: B** Width: 30M Surface:Asphalt (Flexible) Strength: PCR 552 / F / B / X / T **Taxiway: C** Width: 15M Surface:Asphalt (Flexible) Strength: PCR 552 / F / B / X / T **Taxiway:D** Width: 15M Surface:Asphalt (Flexible) Strength: PCR 552 / F / B / X / T **Taxiway:F** Width: 20M Surface:Asphalt (Flexible) Strength: PCR 552 / F / B / X / T
3	Altimeter checkpoint location and elevation	Location: Helicopter Apron Elevation: 4M Location: General Aviation Apron Elevation: 5M
4	VOR checkpoints	NIL
5	INS checkpoints	At aircraft parking stand BAY 1 - 043230.21N 1032539.35E BAY 2 - 043231.30N 1032539.01E BAY 3 - 043232.39N 1032538.66E BAY 4 - 043233.47N 1032538.33E BAY 5 - 043230.75N 1032541.07E BAY 6 - 043231.80N 1032540.72E BAY 7 - 043233.44N 1032540.22E BAY 8 - 043234.79N 1032539.80E BAY 12 - 043235.35N 1032541.59E BAY GA 1 - 043226.31N 1032539.90E BAY GA 2 - 043224.29N 1032540.53E
6	Remarks	Turn Pad at THR RWY 34. TWY D and E is restricted to EC225 helicopter or smaller aircraft.

WMKE 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 & RWY and at all RWY Holding Positions. Yellow taxiing guide lines at Apron. Nose wheel guidance lines for all parking bays.

2	RWY and TWY markings and LGT	RWY Marking: Designation numbers,THR, Side Stripe, TDZ, Aiming Point and Centreline Marking. RWY LGT: High Intensity Side Stripe Lights, Green THR Lights and Red End Lights. TWY Marking: Centreline, Taxi Side Stripe, Runway Holding Position Markings and Turn Pad Runway 34. TWY LGT: Centreline Lights, Side Stripe Lights.
3	Stop bars	NIL
4	Remarks	NIL

WMKE 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**
WMKEOB001	ILS/LOC	043236N 1032524E	HGT 2.85 M	NIL	Antenna RWY 34 DIST140 M FM THR RWY 16
WMKEOB002	GP/DME	043206N 1032542E	HGT 15 M	NIL	Antenna Rwy 34
WMKEOB003	HILL	043436N 1032230E	HGT 1175 FT	NIL	Bukit Rambai Daun BRG 307.2°, DIST 3.93 NM FM ARP
WMKEOB004	HILL	043012N 1032454E	HGT 1107 FT	NIL	Bukit Mempusi BRG 201.7°, DIST 2.25 NM FM ARP
WMKEOB005	HILL	043100N 1032448E	HGT 700FT	NIL	BRG 217.5°, DIST 1.53 NM FM ARP
WMKEOB006	HILL	043148N 1032448E	HGT 559FT	NIL	BRG 250.7°, DIST 1.01 NM FM ARP
WMKEOB007	HILL	043224N 1032448E	HGT 346 FT	NIL	Bukit G.nibong BRG 278.6°, DIST 0.95 NM FM ARP
WMKEOB008	HILL	043142N 1032754E	HGT 1154 FT	NIL	Bukit Labuhan RG 104.7°, DIST 2.29 NM FM ARP
WMKEOB009	HILL	043200N 1032642E	HGT 313 FT	NIL	Bukit Tiong BRG 102.6°, DIST 1.14 NM FM ARP
WMKEOB010	HILL	043254N 1032642E	HGT 362 FT	NIL	Bukit Lusi BRG 061.3°, DIST 1.30 NM FM ARP
WMKEOB011	HILL	042718N 1032554E	HGT 743 FT	NIL	Bukit Palus BRG 177°, DIST 4.95 NM FM ARP
WMKEOB012	HILL	042442N 1032554E	HGT 630 FT	NIL	Bukit Harimau Menangis BRG 179°, DIST 7.38 NM FM ARP

WMKE 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
16	NIL	Green	PAPI LEFT Slope 3° 11.175M	NIL	NIL	1347 M, 58.56 M White : 0 - 888.48 M Yellow : 458.52 M - 1347 M LIH	Red	NIL	NIL
34	CAT1 900M LIH	Green	PAPI LEFT Slope 3° 11.175M	NIL	NIL	1347, 58.56 M White: 0 - 888.48 M Yellow 458.52 M - 1347 M LIH	Red	NIL	NIL

WMKE AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and operational hours	ABN at Control Tower rooftop Flashing alternate Green/White with 30 flashes per minute. Operational hours; During bad weather,low visibility and night operation
2	LDI location and LGT Anemometer location and LGT	RWY 16: 147 M from THR at Left;Lighted RWY34: 200 M from THR at Left;Lighted
3	TWY edge and centre line lighting	Edge: At TWY A, B, C and APN Colour: Blue Centre line: At TWY A and B Colour: Green
4	Secondary power supply/switch-over time	Automatic standby generator available for AGL, NAVAIDS and telecommunication. Max switch-over time is less than 15 seconds.
5	Remarks	NIL

WMKE 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

WMKE AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	KERTEH CTR Commencing clockwise from 042736N 1033746E thence an arc of a circle 13 nautical miles radius centered on the Kerteh ARP 043218N 1032536E to 044450N 1032804E, thence a straight line to 051133N 1033246E,thence an arc of a circle 40 nautical miles radius centered on the Kerteh ARP 043218N 1032536E to 042501N 1040500E, thence a straight line to 042736N 1033746E.
2	Vertical limits	SFC to 5 500 FT AMSL
3	Airspace classification	C
4	ATS unit call sign Language(s)	KERTEH TOWER English
5	Transition altitude	11 000 FT AMSL
6	Remarks	NIL

WMKE AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
TWR/SMC	KERTEH GROUND	121.800 MHZ *121.500 MHZ *243.000 MHZ	2245 - 1100	* Distress
TWR/APP	KERTEH TOWER	123.300 MHZ 258.500 MHZ		-
ATIS	KERTEH INFORMATION	128.250 MHZ		-

WMKE 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	IKE	108.700 MHz	H24	043239.6N 1032528.2E	NIL	Elevation of LOC antenna : 6.610M
GP/DME	-	330.500 MHz CH 24X		043203.8N 1032543.5E	NIL	Elevation of GP Antenna : 20.43M
DVOR/DME	VKP	113.300 MHz 80X		043157.9N 1032548.4E	11.65M	Power: 100W Coverage 200NM DME not available between radial 044 till radial 054 from 8NM onwards at 3000FT and below.

WMKE AD 2.20 LOCAL TRAFFIC REGULATIONS

a) Helicopters departure to and from the offshore oil location 100 - 150 NM due North, North East and East.
b) Off-shore flights are carried out at altitude between 500 FT and 6 500 FT VMC or IMC.
c) Night flying (local and off-shore) takes place frequently at irregular times.
d) No lock-wheel turn on runway for aircraft type Fokker 50 and above. Aircraft to use turn pad at end of RWY 16.
e) Aircraft to avoid flying over Kerteh and Paka integrated Petrochemical Complex below 2 000 FT.
f) Western circuit applicable to fixed - wing aircraft in VMC by day at 1 800 FT.
g) Eastern circuit applicable to rotor-wing aircraft in VMC at 1 500 FT.
h) Visual approach flights for runway 16 to avoid Petrochemical Complex at Santong, Paka.
i) Both aiming point located at RWY 16/34 are not coincide with PAPI, pilot to take extra caution during approach.
j) Aircraft to avoid parking Bay 5 and Bay 6 at Helicopter Apron during heavy rain.
k) Approach Lights was not placed at longitudinal interval of 30m, pilot to take extra caution.
l) Longitudinal interval of TWY Centerline Lights at exit TWY A & B exceeding 7.5m, pilot to take extra caution during taxiing.

WMKE AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

WMKE AD 2.22 FLIGHT PROCEDURES

2.22.1

RADIAL/TRACK	NAVAID	DME CHECK POINT	MNM IFR ALTITUDE	AFTER Passing ..... DME/VKP DESCEND to ..... FT on QNH	REMARKS
R-195 (WHISKEY 533)	VKP	Not Required	5000FT	8 3600	From VKP VOR make Standard Instrument Approach or as directed by ATC

2.22.2 Visibility Condition And Aerodrome Operating Minima

2.22.2.1 Kertih Airport is meeting the requirement and capable of operating as per visibility condition stated below:

Visibility Condition 1 -
*Horizontal visibility sufficient for pilot to taxi and to avoid collison 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 basic of visual surveillance and

*The visibility shall not be less than 800 M or 550 M RVR.

2.22.2.2 Aerodrome operations will be temporarily closed if the visibility fall below 800 M or 550 M RVR

WMKE AD 2.23 ADDITIONAL INFORMATION

2.23.1 Bird Concentration In The Vicinity Of The Airport.

2.23.1.1 Birds concentration on the runway and in the vicinity of the airfield. Pilot to exercise caution while landing and take-off.

2.23.1.2 ARRIVAL ROUTES/GATES FOR HELICOPTER

2.23.1.2.1 Three standard arrival routes/gates are established for the orderly arrival of helicopters from the oil rigs over the seas as follows:

Name of Gates	Coordinates of Gate Entry Position
XODEP	044455N 1032412.71E
NIVEG	050646.12N 1034551.01E to BIXAT
DAGNO	043855.61N 1040515.50E to KILUX

2.23.1.2.2 Arriving helicopters from the sea shall enter the Kerteh CTR via the designated arrival gate unless directed otherwise by ATC. ATC may direct inbound helicopters to enter the Control Zone via specific VOR radial should the need arise to provide separation from outbound traffic. The arrival gates and routes are shown in AD 2-WMKE-7-3

WMKE AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
AERODROME/HELIPORT CHART (WMKE) - ICAO	AD 2-WMKE-2-1
AIRCRAFT PARKING/DOCKING CHART (WMKE) - ICAO	AD 2-WMKE-2-3
AERODROME GROUND MOVEMENT CHART (WMKE) - ICAO	AD 2-WMKE-2-5
AERODROME OBSTACLE CHART - ICAO - TYPE A	AD 2-WMKE-3-1
KERTEH CTR AND HOLDING AREAS	AD 2-WMKE-4-1
STANDARD DEPARTURE CHART - ICAO - RWY 34 VOR/DME APATU 1B DEP	AD 2-WMKE-6-1
STANDARD DEPARTURE CHART - ICAO - RWY 34 VOR/DME APATU 1C DEP	AD 2-WMKE-6-3
STANDARD DEPARTURE CHART - ICAO - RWY 16 VOR/DME APATU 1D DEP	AD 2-WMKE-6-5
STANDARD ARRIVAL CHART - ICAO - RWY 34 (VOR/DME) APATU 1A	AD 2-WMKE-7-1
HELICOPTER ARRIVAL GATES/ROUTES	AD 2-WMKE-7-3
INSTRUMENT APPROACH CHART - ICAO - RWY 34 ILS Z OR LOC Z	AD 2-WMKE-8-1
INSTRUMENT APPROACH CHART - ICAO - RWY 34 ILS Y OR LOC Y	AD 2-WMKE-8-3
INSTRUMENT APPROACH CHART - ICAO - RWY 34 VOR Z	AD 2-WMKE-8-5
INSTRUMENT APPROACH CHART - ICAO - RWY 34 VOR Y	AD 2-WMKE-8-7
INSTRUMENT APPROACH CHART - ICAO - RWY 34 ILS X OR LOC X (CAT H)	AD 2-WMKE-8-9
INSTRUMENT APPROACH CHART - ICAO - RWY 34 VOR X (CAT H)	AD 2-WMKE-8-11
INSTRUMENT APPROACH CHART - ICAO - RWY 16 VOR Z	AD 2-WMKE-8-13
INSTRUMENT APPROACH CHART - ICAO - RWY 16 VOR Y	AD 2-WMKE-8-15
INSTRUMENT APPROACH CHART - ICAO - RWY 16 VOR X (CAT H)	AD 2-WMKE-8-17

AERODROME/HELIPORT CHART - ICAO

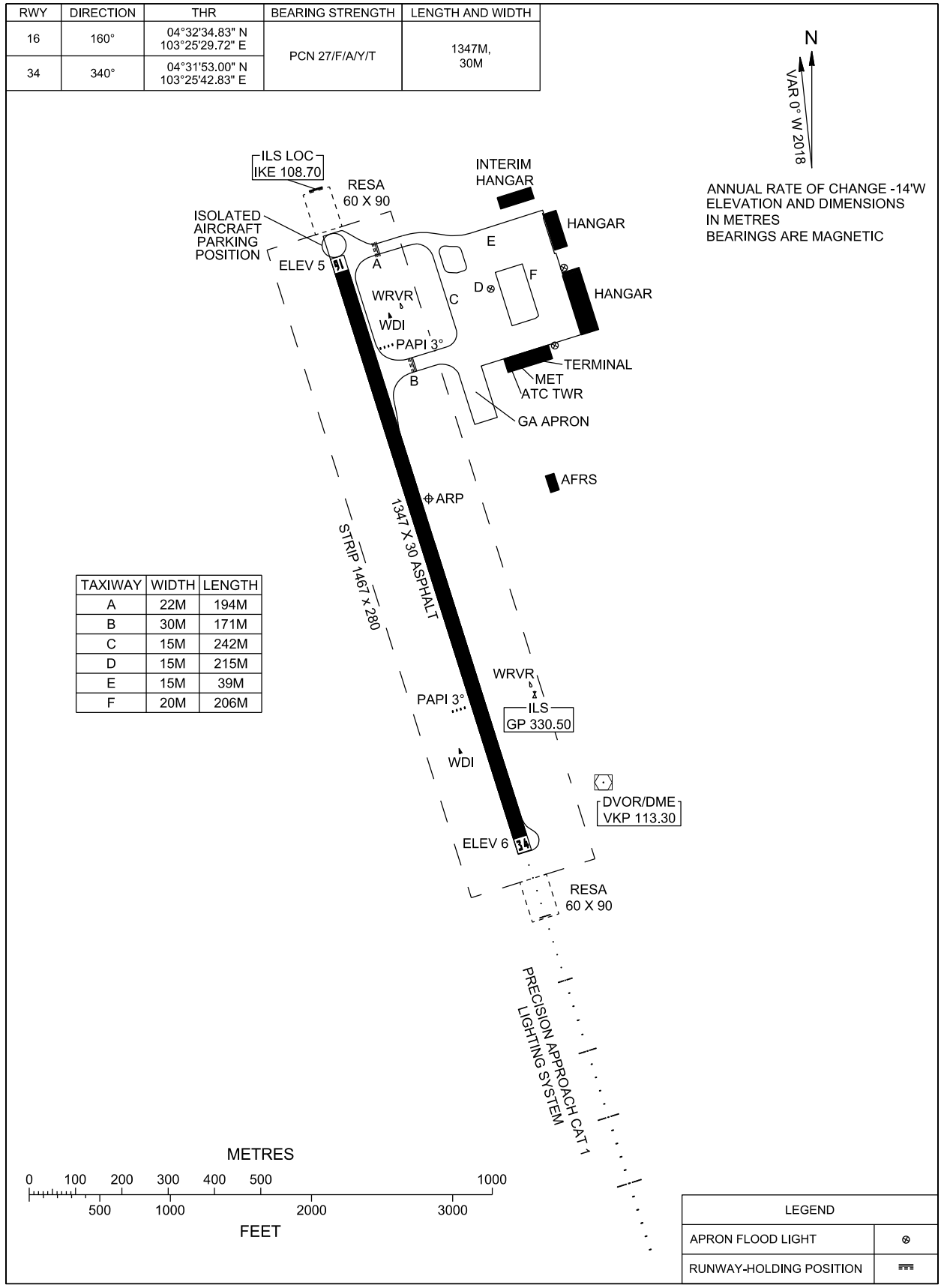
04° 32' 18" N
103° 25' 36" E

ELEV 6 m

SMC	121.80
TWR / APP	123.30
ATIS	258.50
ATIS	128.25

KERTEH/ KERTEH AIRPORT

RWY	DIRECTION	THR	BEARING STRENGTH	LENGTH AND WIDTH
16	160°	04°32'34.83" N 103°25'29.72" E	PCN 27/F/A/Y/T	1347M, 30M
34	340°	04°31'53.00" N 103°25'42.83" E		



TAXIWAY	WIDTH	LENGTH
A	22M	194M
B	30M	171M
C	15M	242M
D	15M	215M
E	15M	39M
F	20M	206M

LEGEND	
APRON FLOOD LIGHT	⊗
RUNWAY-HOLDING POSITION	

CHANGES: REVISED LAYOUT, LEGEND AND TABLE

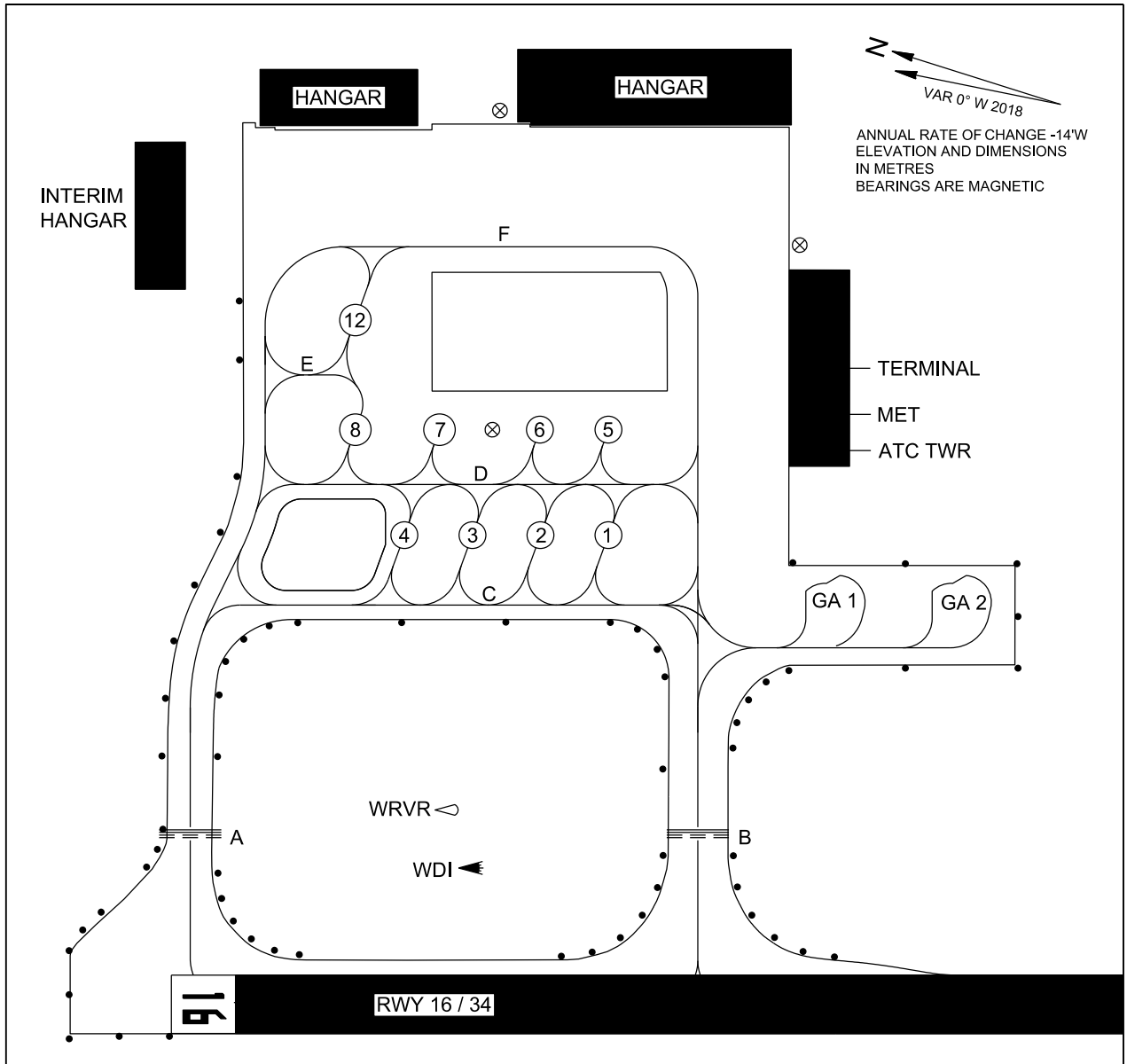
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AIRCRAFT PARKING/ DOCKING CHART - ICAO

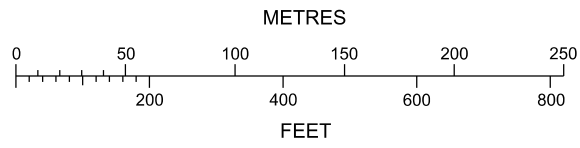
APRON ELEV
4 m

SMC	121.80
TWR / APP	123.30
ATIS	258.50
ATIS	128.25

KERTEH/ KERTEH AIRPORT



BAY NUMBER	GEOGRAPHICAL COORDINATES	AIRCRAFT TYPE	ELEVATION (M)
1	04° 32' 30.21" N 103° 25' 39.35" E	AW 139 OR SMALLER	4.08
2	04° 32' 31.30" N 103° 25' 39.01" E		4.08
3	04° 32' 32.39" N 103° 25' 38.66" E		4.09
4	04° 32' 33.47" N 103° 25' 38.33" E		4.09
5	04° 32' 30.75" N 103° 25' 41.07" E		4.09
6	04° 32' 31.80" N 103° 25' 40.72" E		4.07
7	04° 32' 33.44" N 103° 25' 40.22" E	EC225 OR SMALLER	4.05
8	04° 32' 34.79" N 103° 25' 39.80" E		
12	04° 32' 35.35" N 103° 25' 41.59" E		
GA 1	04° 32' 26.31" N 103° 25' 39.90" E	ATR72-600 OR SMALLER	4.50
GA 2	04° 32' 24.29" N 103° 25' 40.53" E		



LEGEND	
AIRCRAFT STAND	3
TAXIWAY EDGE LIGHT	○
APRON FLOOD LIGHT	⊗
RUNWAY-HOLDING POSITION	

CHANGES: REVISED LAYOUT, LEGEND AND TABLE

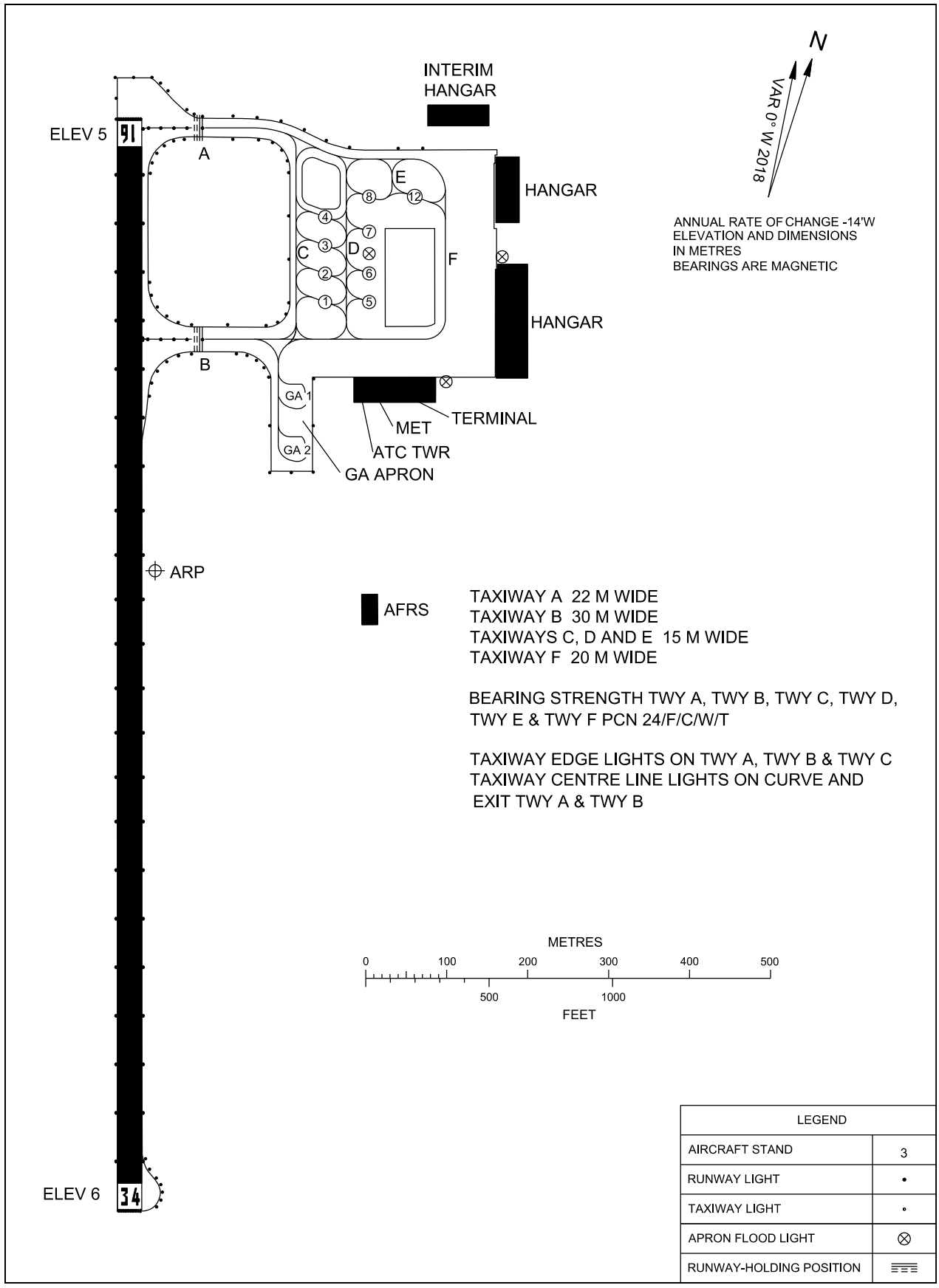
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AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV
4 m

SMC	121.80
TWR / APP	123.30
ATIS	258.50
ATIS	128.25

KERTEH/ KERTEH AIRPORT



LEGEND	
AIRCRAFT STAND	3
RUNWAY LIGHT	•
TAXIWAY LIGHT	◦
APRON FLOOD LIGHT	⊗
RUNWAY-HOLDING POSITION	≡

CHANGES: REVISED LAYOUT, LEGEND AND TABLE

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WMKI AD 2.1 AERODROME LOCATION INDICATOR AND NAME

WMKI - IPOH/IPOH SULTAN AZLAN SHAH

WMKI AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	043409N 1010535E Site: On the runway
2	Direction and distance from city	Dist 3.8KM (2.1NM) Bearing 145° from Ipoh Railway Station
3	Elevation/Reference temperature	40M (131FT) / 33°C
4	Geoid undulation at AD ELEV PSN	-7M
5	MAG VAR/Annual change	0° W (2023) / - 0°1' 22" W decreasing
6	AD operator, address, telephone, telefax, e-mail address, AFS and website address	Operator: **Malaysia Airports Sdn Bhd (MASB)** **Sultan Azlan Shah Airport** 31350 Ipoh Perak Darul Ridzuan Malaysia. TEL: +(605) 3188 202 +(605) 3188 216 Telefax: +(605) - 3122295 e-mail: masb_iph@malaysiaairports.com.my Http: www.malaysiaairports.com.my ATC Services: Civil Aviation Authority Of Malaysia Sultan Azlan Shah Airport 31350 Ipoh Perak Darul Ridzuan Malaysia TEL: +(605) 3188 602 (ATC Tower) +(605) 3188 601 (ATC Administration) Telefax: +(605) 3188 605 (ATC Tower) +(605) 3122 529 (ATC Administration) AFS: WMKIZTZX Email Address: ipoh.tower@caam.gov.my Website Address: www.caam.gov.my
7	Types of traffic permitted (IFR/VFR)	IFR / VFR
8	Remarks	NIL

WMKI AD 2.3 OPERATIONAL HOURS

1	AD Administration	00:00 - 09:00
2	Customs and immigration	0000 - 0900
3	Health and sanitation	NIL
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	2300 - 1100
6	MET Briefing Office	H24
7	ATS	2300 - 1100
8	Fuelling	2300 - 1100 O/R 6 HR PN
9	Handling	Available O/R
10	Security	H24
11	De-icing	NIL
12	Remarks	OPS beyond AD Administration required 7 HR PN

WMKI AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/oil types	Jet A1
3	Fuelling facilities/capacity	Bowsers 18 300 litres
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	Available for acft < 30 000 lbs, with wing-span < 68 ft. O/R 6 HR PN to Executive Jets Sdn. Bhd. TEL: +605 - 3137525 Telefax:+605 - 3126408
6	Repair facilities for visiting aircraft	Available for acft <30 000 lbs O/R 6 HR PN to Executive Jets Sdn Bhd TEL: +605 - 3137525 Telefax:+605 - 3126408
7	Remarks	Fuelling service provider: Jet Fuel Sdn Bhd TEL: +6019 4616 873/+6013 4265 332/+6012 5463 486/ +6012 2057 459

WMKI AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotel in town
2	Restaurants	Cafetarias and shops in airport terminal buildings.
3	Transportation	Taxi services and car rental.
4	Medical facilities	General/Private/Specialist Hospital in city 6KM from airport.
5	Bank and Post Office	1.2 KM from airport
6	Tourist Office	NIL
7	Remarks	NIL

WMKI 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 - A320
4	Remarks	All Airport Fire & Rescue Service (AFRS) personnel are trained in rescue and fire-fighting as well medical first-aid.

WMKI AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	Bay 1**,** Bay 2 **and** Bay 3 Apron surface : Concrete (Rigid) Strength : PCR 448 / R / A / W / U Bay 1A **and** Bay 1B Apron surface : Concrete (Rigid) Strength : PCR 10 / R / A / W / U Bay H1 Apron surface : Concrete (Rigid) Strength : 3 Tonnes
2	Taxiway width, surface and strength	**Taxiway A** Width: 21 M Surface: Asphalt (Flexible) Strength: PCR 345 / F / A / W / U **Taxiway B** Width: 22 M Surface: Asphalt (Flexible) Strength: PCR 345 / F / A / W / U **Taxiway C** Width: 23 M Surface: Asphalt (Flexible) Strength: PCR 25 / F / A / W / U **Taxiway D** Width: 11 M Surface: Asphalt (Flexible) Strength: PCR 9 / F / A / W / U **Taxiway E** Width: 11 M Surface: Asphalt (Flexible) Strength: PCR 25 / F / A / W / U **Apron Taxiway** Width: 15 M Surface: Concrete (Rigid) Strength: PCR 448 / R / A / W / U
3	Altimeter checkpoint location and elevation	Location: Main apron Elevation: 55M (180 FT)
4	VOR checkpoints	NIL
5	INS checkpoints	At aircraft parking stands (See AD 2-WMKI-2-3)
6	Remarks	1) No taxiway shoulder at TWY A and TWY B 2) TWY C, TWY D and TWY E are used by light aircraft 3) TWY D is available for day light operation only

WMKI 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. Nose wheel guidance lines for all parking bays.
2	RWY and TWY markings and LGT	RWY : Designation, side stripe, transverse stripe and centreline markings. Threshold, touch down zone and aiming point markings for RWY 04 only. RWY LGT : Edge lights and runway end lights. Threshold lights for RWY04 only. TWY : Centre line, taxi side stripe, runway-holding position and intermediate holding position markings. TWY LGT: Centre line, on an exit taxiway and edge lights.
3	Stop bars	NIL
4	Remarks	NIL

WMKI 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**
WMKIOB001	GP/DME ANTENNA	043347.37N 1010522.69E	50.3 M AMSL	Marked, LGTD	
WMKIOB002	BUILDING	043244N 1010416E	73.5 M AMSL	LGTD	BRG 223°/3.2KM from ARP
WMKIOB003	TELECOM TWR	043058N 1010204E	135 M AMSL	Marked, LGTD	At Lahat BRG 228°/8 KM from ARP.
WMKIOB004	TURF CLUB BUILDING	043532N 1010558E	106 M AMSL	Marked, LGTD	BRG 016°/2.6 KM from ARP.
WMKIOB005	TELECOM TWR	043542N 1010456E	146 M AMSL	Marked, LGTD	At Ipoh BRG 337°/3 KM from ARP.
WMKIOB006	TELECOM TWR	043536N 1010055E	925 M AMSL	LGTD at night	On Kledang Hill (Upper) BRG 287°/9KM from ARP.
WMKIOB007	TWO AERIAL TV	043525N 1010038E	868 M AMSL	LGTD at night	On Kledang Hill (Lower) BRG 284°/9.5KM from ARP.
WMKIOB008	IPOH CITY AND COUNTRY CLUB	043451N 1010607E	66 M AMSL	LGTD	BRG 037°/1.6KM from ARP.
WMKIOB009	FLOOD LIGHT POLE	043346.2N 1010523.5E	DIST 77 M AMSL	NIL	BRG 207° from ARP.
WMKIOB010	FLOOD LIGHT POLE	043404.8N 1010546.8E	DIST 101 M AMSL	NIL	BRG 207° from ARP.
WMKIOB011	FLOOD LIGHT POLE	043407.0N 1010547.0E	DIST 95 M AMSL	NIL	BRG 099° from ARP.
WMKIOB012	HANGAR	043353.7N 1010530.4E	DIST 80 M AMSL	NIL	BRG 197° from ARP.

In Area 2					
OBST ID/ Designation	**OBST type**	**OBST position**	**ELEV/HGT**	**Marking/Type, colour, lighting (LGT)**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
WMKIOB013	BROADCASTING TWR	043403.4N 1010539.4E	DIST 81 M AMSL	NIL	BRG 142° from ARP.

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

WMKI AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	AMS IPOH
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	AMO BUTTERWORTH H24 (0024 0606 1212 1818)
4	Trend forecast Interval of issuance	-
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	Ipoh APP/TWR.
10	Additional information (limitation of service, etc.)	TEL: +605 - 3125148, +605 - 3133897 Telefax:+605 - 3125148

WMKI 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	41.45°	1920 x 45	PCR 345 / F / A / W / U Asphalt (Flexible)	043342.92N 1010512.25E 043426.85N 1010550.91E GUND -7 M	THR elevation 40 M (131 FT)

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
22	221.45°	1920 x 45	PCR 345 / F / A / W / U Asphalt (Flexible)	043426.85N 1010550.91E 043339.99N 1010509.65E GUND -7 M	THR elevation: 38 M (125 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	2040 x 280	NIL	RESA RWY 04: 90 M x 90 M Restriction runway usage to aircraft MTOW 100,000 KG and below
0.073%	NIL	NIL	2040 x 280	NIL	RESA RWY 22: 90 M x 90 M Restriction runway usage to aircraft MTOW 100,000 KG and below

WMKI AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
04	NU	NU	NU	1800	THR RWY 04 displaced by 120 M (394 FT)
22	1920	1920	1920	NU	NIL

WMKI 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	SALS 420 M LIH	Green -	PAPI Left Slope 3° 13.1 M (43 FT)	NIL	NIL	1920 M 60 M Red / Variable White / Yellow LIH	Red -	NIL	Inconsistent interval distance of RWY 04 approach light mast from Row No.1,Row No.3, Row No.5, Row No. 6 and Row No.7
22	NIL	NIL	NIL	NIL	NIL	1920 M 60 M Variable White/ Yellow LIH	Red -	NIL	NIL

WMKI AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and operational hours	ABN: Available on top of Control Tower. Flashing Green and White 20 to 30 per minute IBN: Nil ON at night and during bad weather.
2	LDI location and LGT Anemometer location and LGT	LDI: Not Available Wind Direction Indicator WDI: RWY 04 : 244 M from THR on left side. 125.6 M from RWY centreline and lighted. RWY22 : 257 M from THR on right side. 129.6 M from RWY centreline and lighted.
3	TWY edge and centre line lighting	Taxiway Edge: TWY A, TWY B, TWY C, and TWY E Taxiway Centre line: TWY A and TWY B. TWY C on an exit taxiway only.
4	Secondary power supply/switch-over time	Secondary power supply: Available Switch-over time: Maximum 15 seconds.
5	Remarks	NIL

WMKI 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

WMKI AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	IPOH CTR Circle of 27 NM radius centred on ARP (043409N 1010535E)
2	Vertical limits	SFC to 9 500 FT AMSL
3	Airspace classification	Class C
4	ATS unit call sign Language(s)	IPOH TOWER English
5	Transition altitude	11 000 FT AMSL
6	Remarks	NIL

WMKI AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
SMC	IPOH GROUND	121.600 MHZ	2300 - 1100	NIL
TWR	IPOH TOWER	122.100 MHZ *121.500MHZ	2300 - 1100	* Emergency
ATIS	IPOH ATIS	127.050 MHZ	2300 - 1100	NIL

WMKI 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	IPO	110.500 MHZ	H24	043436.5N 1010559.2E	35	-
GP/DME	-	329.600 MHZ CH 42X		043347.4N 1010522.7E	43	-
VOR/DME	VIH	117.300 MHZ CH 120X		043425.00N 1010538.14E	35.7	-

WMKI AD 2.20 LOCAL AERODROME REGULATIONS

2.20.1 Local Flying Restrictions

2.20.1.1 Uni-directional runway in used due to hilly terrain

- Landing Runway 04
- Take-off Runway 22

2.20.1.2 Local circuit procedure (pattern)

- Left-hand Runway 04 1500 FT QNH or 1000 FT for light aircraft
- Right-hand Runway 04 1000 FT QNH for helicopter only

2.20.1.3 Restriction on runway usage to aircraft MLW/MTOW 100,000 kg and below due geology vibration control.

2.20.2 Special Requirements For Instrument Training Flights:

a) Pilots intending to carry out Instrument Approach training may be restricted to execute missed approaches at 2000FT. A complete Instrument Approach training will only be available subject to prevailing traffic conditions.

b) Pilots intending to carry out such training shall provide the information in the remark column of the Flight Plan.

c) To facilitate ATC separation purposes, training aircraft shall be offered to fly over visual significant reporting points in VMC condition.

2.20.3 Service Road

CAUTION:

No Airside vehicles are allowed to operate on the service road when Runway or Taxiway Echo & Taxiway Alpha are active.

2.20.4 Arriving Aircraft Parking Arrangement

2.20.4.1 Parking at main apron

a) Bay 1, Bay 2 and Bay 3

Power-in and power-out mode

b) Bay 1A and Bay 1B

Power-in and push-back mode

c) Bay H1

Helicopter parking (D-Value 13 M)

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

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

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

WMKI AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

WMKI AD 2.22 FLIGHT PROCEDURES

2.22.1 DME Arrival Procedures For Ipoh / Sultan Azlan Shah Airport

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

2.22.2 Procedures For VFR Flights Within Ipoh CTR

a) Arrivals and Departures

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

b) Transiting Flights

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

WMKI AD 2.23 ADDITIONAL INFORMATION

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

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

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

i. Old Bunker between Taxiway C and Taxiway D. 127m from runway centerline.(043359.97N 1010532.82E)
ii. Water well nearby Taxiway A. 100m from runway centerline (043424.37N 1010553.25E)
iii. Water well between Taxiway B and Taxiway C. 106m from runway centerline (043412.77N 1010543.22E)
iv. Drainage on the right hand side of runway 04 towards runway 22. 100m from runway centerline

No vehicle movement is allowed during aircraft take-off and landing.

2.23.4. Portions of the service road are located within taxiway strips at Taxiway A. No vehicle movement is allowed during aircraft taxiing.

2.23.5. The runway turn pad at Runway 04 and Runway 22 are not provided with a shoulder.

2.23.6. Obstacles present (i.e. perimeter road and fencing) within the Runway End Safety Area (RESA) of Runway 04.

2.23.7. Mixed operations of helicopters and fixed-wing aircraft at main apron.

WMKI AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
AERODROME/HELIPORT CHART (WMKI) - ICAO	AD 2-WMKI-2-1
AIRCRAFT PARKING/DOCKING CHART (WMKI) - ICAO	AD 2-WMKI-2-3
AERODROME GROUND MOVEMENT CHART (WMKI) - ICAO	AD 2-WMKI-2-5
IPOH CONTROL ZONE AND IFR HOLDING AREAS	AD 2-WMKI-4-1
STANDARD DEPARTURE CHART - ICAO - RWY 22 RNAV (GNSS) AGRES 2B DUDAD 2B LUTMI 2B	AD 2-WMKI-6-1
STANDARD DEPARTURE CHART - ICAO - RWY 22 RNAV (GNSS) AGRES 2B DUDAD 2B LUTMI 2B (TABULAR 1)	AD 2-WMKI-6-2
STANDARD DEPARTURE CHART - ICAO - RWY 22 AGRES 2D DUDAD 2D LUTMI 2D	AD 2-WMKI-6-3
STANDARD DEPARTURE CHART - ICAO - RWY 22 AGRES 2D DUDAD 2D LUTMI 2D (TABULAR 1)	AD 2-WMKI-6-4
STANDARD ARRIVAL CHART - ICAO - RWY 04 RNAV (GNSS) GUMDA 2E NITIS 2E SOTRO 2E MINOP 2E TEPUS 2E DUDAD 1E	AD 2-WMKI-7-1
STANDARD ARRIVAL CHART - ICAO - RWY 04 RNAV (GNSS) GUMDA 2E NITIS 2E SOTRO 2E MINOP 2E TEPUS 2E DUDAD 1E (TABULAR 1)	AD 2-WMKI-7-2
STANDARD ARRIVAL CHART - ICAO - RWY 04 RNAV (GNSS) GUMDA 2E NITIS 2E SOTRO 2E MINOP 2E TEPUS 2E DUDAD 1E (TABULAR 2)	AD 2-WMKI-7-3
STANDARD ARRIVAL CHART - ICAO - RWY 04 (VOR/DME ARC) GUMDA 2G NITIS 2G SOTRO 2G MINOP 2G TEPUS 2G DUDAD 1G	AD 2-WMKI-7-5
STANDARD ARRIVAL CHART - ICAO - RWY 04 (VOR/DME ARC) GUMDA 2G NITIS 2G SOTRO 2G MINOP 2G TEPUS 2G DUDAD 1G (TABULAR 1)	AD 2-WMKI-7-6
INSTRUMENT APPROACH CHART - ICAO - RWY 04 ILS Z/LOC Z	AD 2-WMKI-8-1
INSTRUMENT APPROACH CHART - ICAO - RWY 04 ILS Z/LOC Z (TABULAR 1)	AD 2-WMKI-8-2
INSTRUMENT APPROACH CHART - ICAO - RWY 04 ILS Y/LOC Y	AD 2-WMKI-8-3
INSTRUMENT APPROACH CHART - ICAO - RWY 04 ILS Y/LOC Y (TABULAR 1)	AD 2-WMKI-8-4
INSTRUMENT APPROACH CHART - ICAO - RWY 04 RNP Z	AD 2-WMKI-8-5
INSTRUMENT APPROACH CHART - ICAO - RWY 04 RNP Z (TABULAR 1)	AD 2-WMKI-8-6
INSTRUMENT APPROACH CHART - ICAO - RWY 04 RNP Z (TABULAR 2)	AD 2-WMKI-8-7
INSTRUMENT APPROACH CHART - ICAO - RWY 04 RNP Y	AD 2-WMKI-8-9
INSTRUMENT APPROACH CHART - ICAO - RWY 04 RNP Y (TABULAR 1)	AD 2-WMKI-8-10
INSTRUMENT APPROACH CHART - ICAO - RWY 04 RNP Y (TABULAR 2)	AD 2-WMKI-8-11
INSTRUMENT APPROACH CHART - ICAO - RWY 04 VOR Z (VOR/DME ARC)	AD 2-WMKI-8-13
INSTRUMENT APPROACH CHART - ICAO - RWY 04 VOR Z (VOR/DME ARC) (TABULAR 1)	AD 2-WMKI-8-14
INSTRUMENT APPROACH CHART - ICAO - RWY 04 VOR Y	AD 2-WMKI-8-15
INSTRUMENT APPROACH CHART - ICAO - RWY 04 VOR Y (TABULAR 1)	AD 2-WMKI-8-16

AERODROME/HELIPORT CHART - ICAO

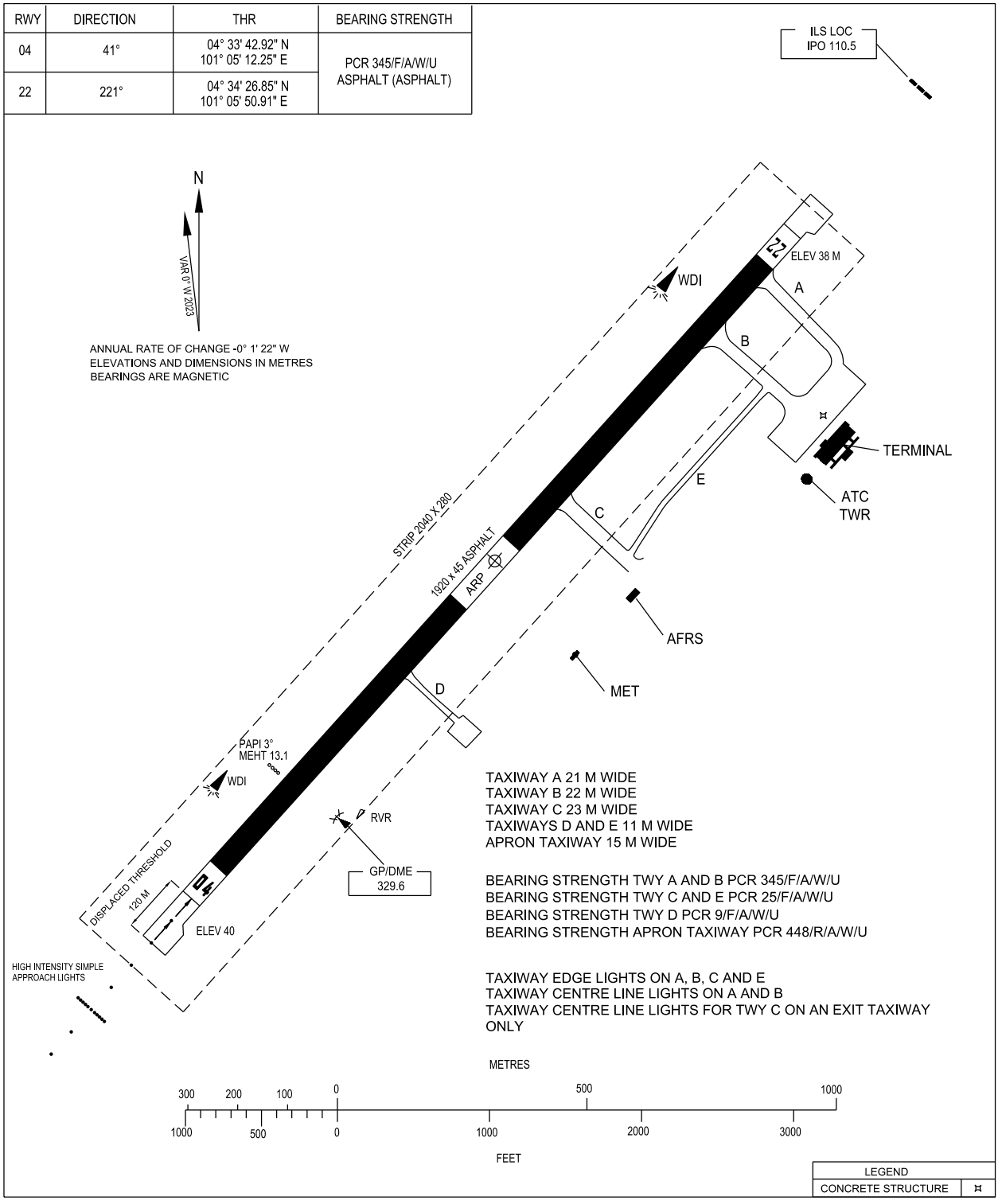
04° 34' 09" N
101° 05' 35" E

ELEV 40 m

TWR	122.1
SMC	121.6
ATIS	127.05

IPOH/SULTAN AZLAN SHAH AIRPORT

RWY	DIRECTION	THR	BEARING STRENGTH
04	41°	04° 33' 42.92" N 101° 05' 12.25" E	PCR 345/F/A/W/U ASPHALT (ASPHALT)
22	221°	04° 34' 26.85" N 101° 05' 50.91" E	



CHANGES : RADIO FREQUENCY

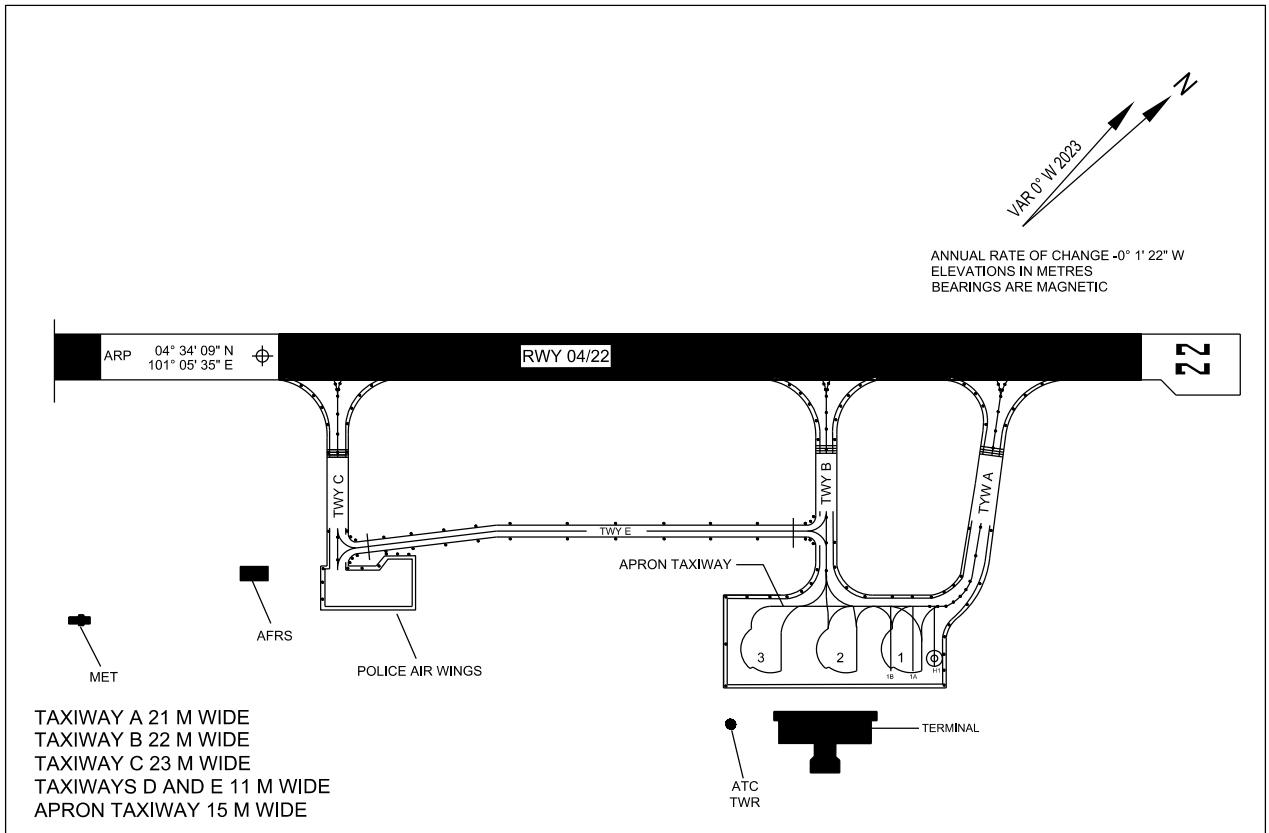
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AIRCRAFT PARKING/ DOCKING CHART - ICAO

APRON ELEV 55 m

TWR 122.1
SMC 121.6
ATIS 127.05

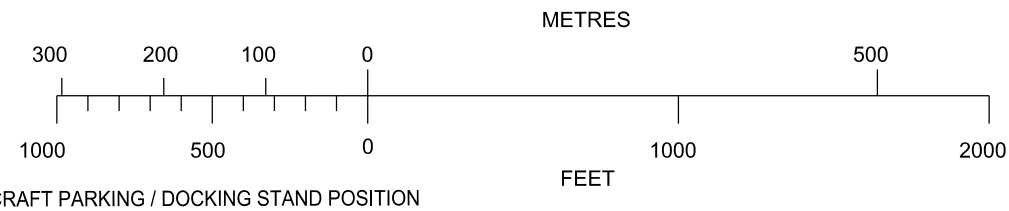
IPOH/SULTAN AZLAN SHAH AIRPORT



TAXIWAY A 21 M WIDE
TAXIWAY B 22 M WIDE
TAXIWAY C 23 M WIDE
TAXIWAYS D AND E 11 M WIDE
APRON TAXIWAY 15 M WIDE

BEARING STRENGTH TWY A AND B PCR 345/F/A/W/U
BEARING STRENGTH TWY C AND E PCR 25/F/A/W/U
BEARING STRENGTH TWY D PCR 9/F/A/W/U
BEARING STRENGTH APRON TAXIWAY PCR 448/R/A/W/U

TAXIWAY EDGE LIGHTS ON A, B, C AND E
TAXIWAY CENTRELINE LIGHTS ON A AND B
TAXIWAY CENTRELINE LIGHTS FOR TWY C ON AN EXIT TAXIWAY ONLY



AIRCRAFT PARKING / DOCKING STAND POSITION

INS COORDINATES FOR AIRCRAFT STANDS			SURFACE & STRENGTH	AIRCRAFT TYPE
1	04° 34' 15.93" N	101° 05' 54.07" E	PCR 448/R/A/W/U	A320
1A	04° 34' 16.38" N	101° 05' 54.64" E	PCR 10/R/A/W/U	PIPER PA34
1B	04° 34' 15.77" N	101° 05' 54.04" E	PCR 10/R/A/W/U	PIPER PA34
2	04° 34' 14.40" N	101° 05' 52.72" E	PCR 448/R/A/W/U	A320
3	04° 34' 12.76" N	101° 05' 51.27" E	PCR 448/R/A/W/U	A320
H1	04° 34' 17.06" N	101° 05' 54.98" E	3 TONNES (CONCRETE)	AS355

LEGEND	
AIRCRAFT STAND	3
TAXIWAY LIGHT	•
RUNWAY-HOLDING POSITION	
INTERMEDIATE HOLDING POSITION	

CHANGES: AIRCRAFT TYPE

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STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO

TRANSTION ALTITUDE
11000 FT

IPOH/SULTAN AZLAN SHAH (WMKI)

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

TABULAR DESCRIPTION

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

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

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

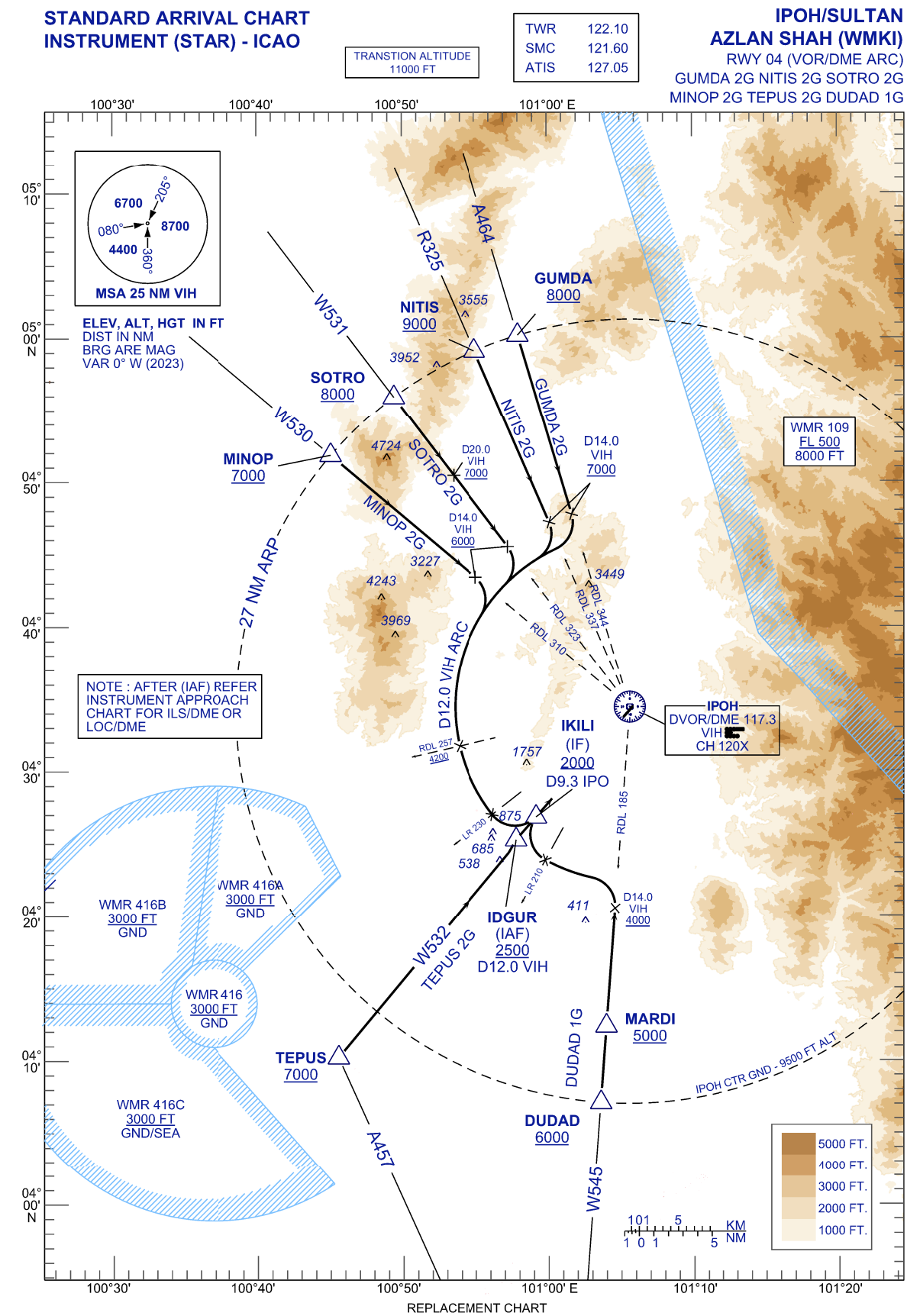
PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE/ TRACK (M)	TURN DIRECTION	DISTANCE (NM)	ALTITUDE	SPEED LIMIT (KT)	RECOMMENDED NAVAIDS	NAV. SPEC
IF	DUDAD	-	-	-	-	6000	-	-	-
TF	MARDI	-	004°	-	5.3	5000	-	-	RNAV 1
TF	URKEV	-	347°	L	10.3	3000	-	-	RNAV 1
TF	IKILI	-	332°	L	5.0	2000	-	-	RNAV 1

WAYPOINT LIST

WAYPOINT IDENTIFIER	COORDINATES	
URKEV	04°22'25.39" N	101°01'34.25" E
IKILI (IF)	04°26'50.17" N	100°59'10.67" E
IRSEP	04°23'03.75" N	100°55'52.37" E
UKEGI	04°28'40.35" N	100°54'31.08" E
OLSIG	04°42'12.12" N	100°56'27.51" E
MARDI	04°12'22.39" N	101°03'58.79" E
NITIS	04°59'04.81" N	100°55'00.12" E
SOTRO	04°55'54.41" N	100°49'26.40" E
TEPUS	04°10'13.00" N	100°45'33.00" E
MINOP	04°51'50.71" N	100°45'05.03" E
GUMDA	05°00'11.37" N	100°57'59.28" E
DUDAD	04°07'05.50" N	101°03'35.85" E
KI512	04°47'23.48" N	100°50'20.32" E

CHANGES : AMEND SOTRO COORDINATES

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STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO
TRANSTION ALTITUDE
11000 FT
TWR 122.10
SMC 121.60
ATIS 127.05
IPOH/SULTAN
AZLAN SHAH (WMKI)
RWY 04 (VOR/DME ARC)
GUMDA 2G NITIS 2G SOTRO 2G
MINOP 2G TEPUS 2G DUDAD 1G
MSA 25 NM VIH
6700
8700
4400
ELEV, ALT, HGT IN FT
DIST IN NM
BRG ARE MAG
VAR 0° W (2023)
GUMDA
8000
NITIS
9000
SOTRO
8000
MINOP
7000
TEPUS
7000
DUDAD
6000
MARDI
5000
IKILI
(IF)
2000
D9.3 IPO
IDGUR
(IAF)
2500
D12.0 VIH
R325
A464
W531
W530
W532
A457
W545
NITIS 2G
GUMDA 2G
SOTRO 2G
MINOP 2G
TEPUS 2G
DUDAD 1G
D20.0 VIH 7000
D14.0 VIH 7000
D14.0 VIH 6000
D14.0 VIH 4000
D12.0 VIH ARC
27 NM ARP
RDL 257
RDL 344
RDL 337
RDL 323
RDL 310
RDL 185
LR 230
LR 210
IPOH
DVOR/DME 117.3
VIH
CH 120X
WMR 109
FL 500
8000 FT
WMR 416A
3000 FT
GND
WMR 416B
3000 FT
GND
WMR 416
3000 FT
GND
WMR 416C
3000 FT
GND/SEA
IPOH CTR GND - 9500 FT ALT
NOTE : AFTER (IAF) REFER
INSTRUMENT APPROACH
CHART FOR ILS/DME OR
LOC/DME
5000 FT.
4000 FT.
3000 FT.
2000 FT.
1000 FT.
KM
NM
REPLACEMENT CHART

STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO

TRANSTION ALTITUDE
11000 FT

IPOH/SULTAN AZLAN SHAH (WMKI)

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

AERONAUTICAL DATA TABULATION

DESIGNATOR	STAR DESCRIPTION
GUMDA 2G	FROM GUMDA TRACK INBOUND ON RDL 344 VIH AT D14.0 TURN RIGHT TO JOIN D12.0 VIH ARC FOR STRAIGHT IN APPROACH RWY 04.
NITIS 2G	FROM NITIS TRACK INBOUND ON RDL 337 VIH AT D14.0 TURN RIGHT TO JOIN D12.0 VIH ARC VOR FOR ILS DME OR LOC/DME APP RWY 04.
SOTRO 2G	FROM SOTRO TRACK INBOUND ON RDL 323 VIH AT D14.0 TURN RIGHT TO JOIN D12.0 VIH ARC FOR STRAIGHT IN APP RWY 04.
MINOP 2G	FROM MINOP TRACK INBOUND ON RDL 310 VIH AT D14.0 TURN RIGHT TO JOIN D12.0 VIH ARC FOR STRAIGHT IN APP RWY 04.
TEPUS 2G	FROM TEPUS TRACK 039° TO INTERCEPT RDL 220 VIH TO IDGUR FOR STRAIGHT IN APP RWY 04.
DUDAD 1G	FROM DUDAD TRACK INBOUND ON RDL 185 VIH, AT D14.0 TURN LEFT TO JOIN D12.0 VIH ARC FOR STRAIGHT IN APP RWY 04.

WAYPOINT LIST

FIX / POINT	REFERENCE TO VIH VOR/DME	COORDINATES
IDGUR (IAF)	RDL 221/D12 .0	04° 25' 16.20" N 100° 57' 48.36" E
MARDI	RDL 185/D22.0	04° 12' 22.39" N 101° 03' 58.79" E
NITIS	RDL 337/D26.8	04° 59' 04.81" N 100° 55' 00.12" E
SOTRO	RDL 323/D26.8	04°55' 54.41" N 100°49' 26.40" E
TEPUS	RDL 220/D31.4	04° 10' 13.00" N 100° 45' 33.00" E
MINOP	RDL 310/D26.9	04° 51' 50.71" N 100° 45' 05.03" E
GUMDA	RDL 344/D26.8	05° 00' 11.37" N 100° 57' 59.28" E
DUDAD	RDL 185/D27.3	04° 07' 05.50" N 101° 03' 35.85" E

CHANGES : AMEND SOTRO COORDINATES

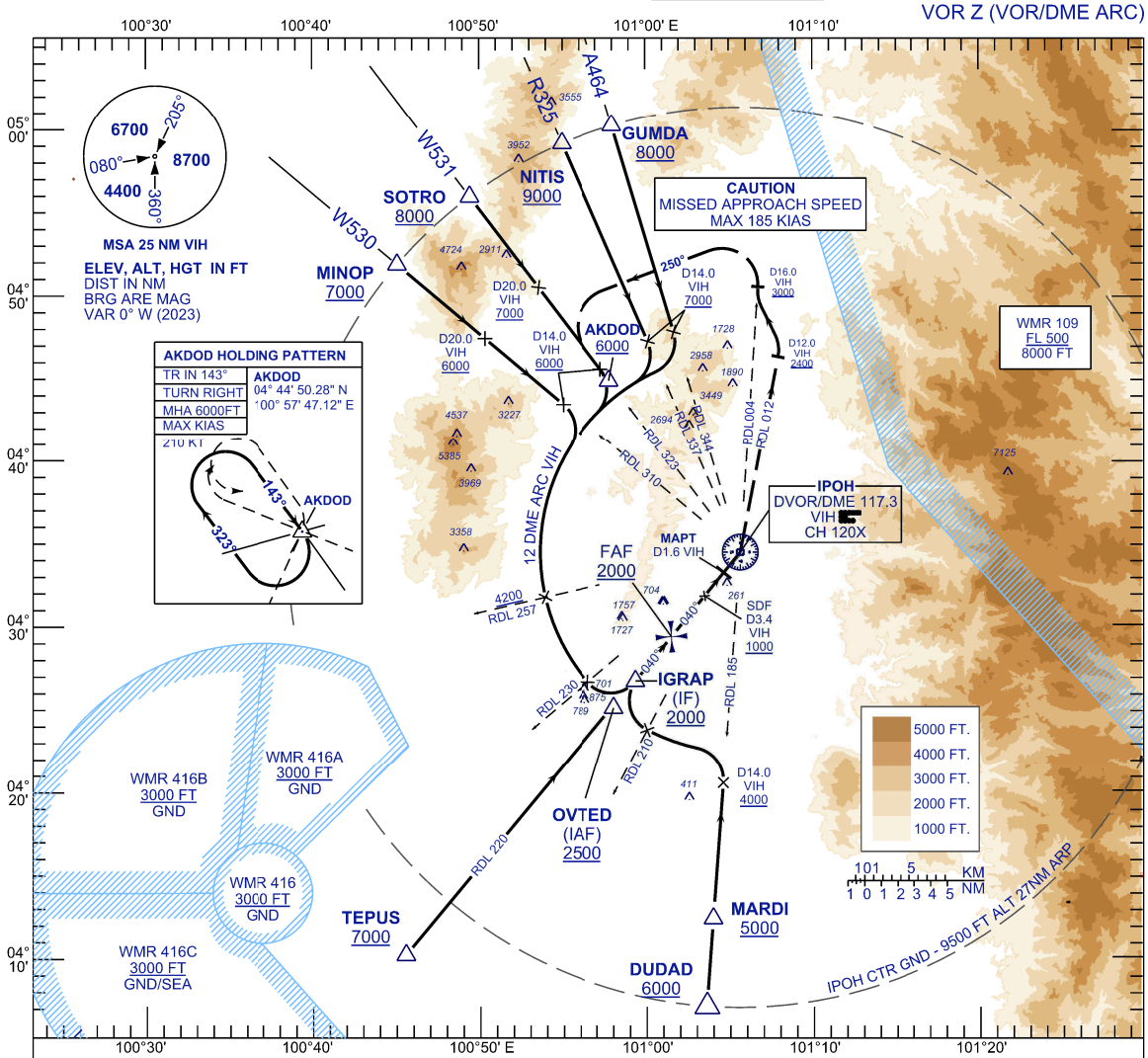
INSTRUMENT APPROACH CHART - ICAO

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

TWR	122.10
SMC	121.60
ATIS	127.05

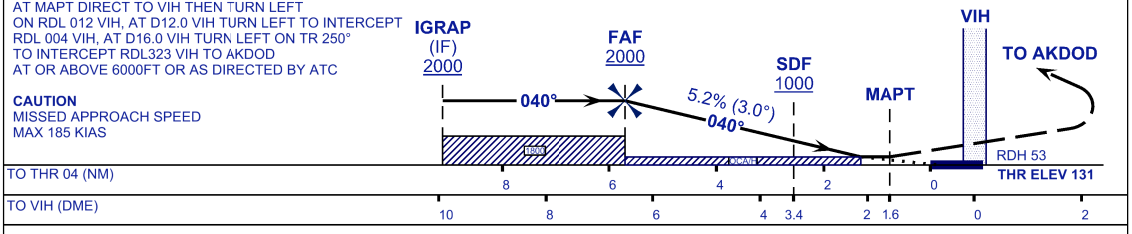
IPOH/SULTAN AZLAN SHAH (WMKI)

RWY04
VOR Z (VOR/DME ARC)



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

CAUTION
MISSED APPROACH SPEED
MAX 185 KIAS



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

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

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

REPLACEMENT CHART

INSTRUMENT APPROACH CHART - ICAO

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

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

AERONAUTICAL DATA TABULATION

FIX / POINT	REFERENCE TO VIH VOR/DME	COORDINATES
OVTED (IAF)	RDL 220/D12.0	04°25'04.82" N 100°58'01.89" E
MARDI	RDL 185/D22.0	04°12'22.39" N 101°03'58.79" E
NITIS	RDL 337/D26.8	04°59'04.81" N 100°55'00.12" E
SOTRO	RDL 323/D26.8	04°55'54.41" N 100°49'26.40" E
TEPUS	RDL 220/D31.4	04°10'13.00" N 100°45'33.00" E
MINOP	RDL 310/D26.9	04°51'50.71" N 100°45'05.03" E
GUMDA	RDL 344/D26.8	05°00'11.37" N 100°57'59.28" E
AKDOD	RDL 323/D13.0	04°44'50.28" N 100°57'47.12" E
IGRAP (IF)	RDL 220/D9.9	04°26'41.56" N 100°59'20.66" E
FAF	RDL 220/D6.5	04°29'20.80" N 101°01'30.35" E
MAPT	RDL 220/D1.6	04°33'11.61" N 101°04'38.35" E
VIH VOR/DME	117.30MHZ / CH120X	04°34'25.00" N 101°05'38.14" E
DUDAD	RDL 185/D27.3	04° 07' 05.50" N 101° 03' 35.85" E

CHANGES : AMEND SOTRO COORDINATES

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:aocaodm@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 as medical first aid

WMKK AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1a	Apron surface and strength (WI the areas of RWY 14L/32R and 14R/32L)	**C38** Surface : Concrete (Rigid) Strength : PCR 118 / R / C / W / U	**A12** Surface : Concrete (Rigid) Strength : PCR 220 / R / C / W / U
		F1L, F1R, F2R, F3L, F3R, F4L, F5L, F5R, F6L, F6R, F7L, F21L, F21R, F22L, F22R, F23L, F23R, F24L, F24R, F25L, F25R, F26L, F26R, F29L, F29R, F30L, F31L, F32L, F33L, F34L Surface : Concrete (Rigid) Strength : PCR 328 / R / C / W / U	**F27** Surface : Concrete (Rigid) Strength : PCR 329 / R / C / W / U
		A14R, A61 Surface : Concrete (Rigid) Strength : PCR 396 / R / C / W / U	**F4R** Surface : Concrete (Rigid) Strength : PCR 417 / R / C / W / U
		F26 Surface : Concrete (Rigid) Strength : PCR 421 / R / C / W / U	**C28, C81, F34R, M1, M2, M3, M4, M5** Surface : Concrete (Rigid) Strength : PCR 449 / R / C / W / U
		F7R, F8L, F8R, F30R, F31R, F32R, F33R Surface : Concrete (Rigid) Strength : PCR 465 / R / C / W / U	**B21, B23** Surface : Concrete (Rigid) Strength : PCR 475 / R / C / W / U
		C52L, C52R, C13, F9L, F9R, F10L, F10R, F11L, F11R, F28L Surface : Concrete (Rigid) Strength : PCR 486 / R / C / W / U	**A2L, A2R, A4L, A4R, A6L, A6R, A8L, A8R, A10L, A10R, A14L, A51, A51L, A51R, A52R, A53R, A54R, A3, A5, A7, A9, A11, B3, B5, B7, B9, B11, B13, B15, B17, B19, B2L, B2R, B4L, B4R, B6L, B6R, B8L, B8R, B10L, B10R, B12, B14L, B16L, B16R, B51, B51L, B51R, B52, B52L, B52R, B53, B53L, B53R, B54, B54L, B54R, C6, C11, C18, C21, C23, C31, C33, C62, F2L** Surface : Concrete (Rigid) Strength : PCR 540 / R / C / W / U
		F7, F8, F9, F10, F11, F21, F22, F23, F25, F28, F29, F30, F31, F33, F34 Surface : Concrete (Rigid) Strength : PCR 562 / R / C / W / U	**A13, A52, A52L, A53, A53L, A54, A54L, B14R** Surface : Concrete (Rigid) Strength : PCR 571 / R / C / W / U
		C83 Surface : Concrete (Rigid) Strength : PCR 594 / R / C / W / U	**C51, F27L, F27R, F28R** Surface : Concrete (Rigid) Strength : PCR 626 / R / C / W / U
		C72L, C72R, C73, C73L, C73R, C74L, C74R Surface : Concrete (Rigid) Strength : PCR 660 / R / C / W / U	**F24** Surface : Concrete (Rigid) Strength : PCR 768 / R / C / W / U
		A14, B6, B8, B10, B14, F1, F2, F3, F4, F5, F6 Surface : Concrete (Rigid) Strength : PCR 789 / R / C / W / U	**A4, A10, B4, B61L, B62, B62L, B62R, B63, B63L, B63R, C1, C4, C12, C12R, C14, C16, C16R, C17, C24, C25, C26, C27, C32, C34, C35, C36, C37, F32** Surface : Concrete (Rigid) Strength : PCR 802 / R / C / W / U

		A2, A6, A8, B2, B16, C52, C53 Surface : Concrete (Rigid) Strength : PCR 918 / R / C / W / U	**C2, C3, C7, C15, C22, C61** Surface : Concrete (Rigid) Strength : PCR 957 / R / C / W / U
		C72, C74 Surface : Concrete (Rigid) Strength : PCR 977 / R / C / W / U	**C82, C82L, C82R** Surface : Concrete (Rigid) Strength : PCR 1179 / R / C / W / U
1b	Apron surface and strength (WI the areas of RWY 14R/32L and 15/33)	**J1, J3, J5, J7, J9, J11, J13, J15, J17, J2, J4, J6, J8, J10, J12, J14, J16, J18, J20, J22, K1, K3, K5, K7, K9, K11, K13, K22L, K22R, K24, K2, K4, K6, K8, K10, K12, K14, K16, K18, P1, P3, P5, P7, P9, P11, P13, P15, P17, P19, P21, P4L, P4R, P6L, P6R Q1, Q3, Q5, Q7, Q9, Q11, Q13, Q15, Q17, Q19, Q21** Surface : Asphalt (Flexible) Strength : PCR 445 / F / D / X / U	**P8L, P8R, P10L, P10R, P12L, P12R** Surface : Asphalt (Flexible) Strength : PCR 651 / F / D / X / U
		K20, K22, P2, P4, P6, P8, P10, P12, Q2, Q4, Q6, Q8, Q10, Q12, Q14, Q16, Q18 Surface : Asphalt (Flexible) Strength : PCR 805 / F / D / X / U	
2	Taxiway width, surface and strength	**Taxiway A, B, D, F** **Apron Taxiway H** **Taxiway Intersection B5, C9, H3, H5** Width : 25 m Surface : Asphalt (Flexible) Strength : PCR 448 / F / C / W / U	**Taxiway Intersection A1** Width : 26 m Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 540 / R / C / W / U PCR 448 / F / C / W / U
		Taxiway C **Taxiway Intersection A2, A3, C10, C11** Width : 26 m Surface : Asphalt (Flexible) Strength : PCR 448 / F / C / W / U	**Taxiway Intersection A4, D2, D3, D4, D5, D6, D7, D8, D10, D11, D12** Width : 43 m Surface : Asphalt (Flexible) Strength : PCR 448 / F / C / W / U
		Taxiway Intersection A5 Width : 39 m Surface : Asphalt (Flexible) Strength : PCR 448 / F / C / W / U	**Taxiway Intersection A6, B14, C5, D1, F1 - F6** Width : 42 m Surface : Asphalt (Flexible) Strength : PCR 448 / F / C / W / U
		Taxiway Intersection A7, B7, B13 Width : 44 m Surface : Asphalt (Flexible) Strength : PCR 448 / F / C / W / U	**Taxiway Intersection A8 & Apron Taxiway G** Width : 29 m Surface : Asphalt (Flexible) Strength : PCR 448 / F / C / W / U
		Taxiway Intersection A9 - A11 Width : 28 m Surface : Concrete (Rigid) Strength : PCR 540 / R / C / W / U	**Taxiway Intersection B6, B8 - B12** Width : 44 m Surface : Asphalt (Flexible) Strength : PCR 448 / F / C / W / U
		Taxiway Intersection C1 Width : 27 m Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 540 / R / C / W / U PCR 448 / F / C / W / U	**Taxiway Intersection C2 & E3** Width : 28 m Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 540 / R / C / W / U PCR 448 / F / C / W / U

		Taxiway Intersection C3 & C4 Width : 28 m Surface : Asphalt (Flexible) Strength : PCR 448 / F / C / W / U	**Taxiway Intersection C6** Width : 41 m Surface : Asphalt (Flexible) Strength : PCR 448 / F / C / W / U
		Taxiway Intersection C7 & C8 Width : 36 m Surface : Asphalt (Flexible) Strength : PCR 448 / F / C / W / U	**Apron Taxiway E, L** Width : 24 m Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 540 / R / C / W / U PCR 448 / F / C / W / U
		Taxiway Intersection D13 Width : 32 m Surface : Asphalt (Flexible) Strength : PCR 448 / F / C / W / U	**Taxiway Intersection E1, E2** Width : 39 m Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 540 / R / C / W / U PCR 448 / F / C / W / U
		Taxiway Intersection E4 Width : 39 m Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 518 / R / C / W / U PCR 427 / F / C / W / U	**Taxiway Intersection E5** Width : 24 m Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 518 / R / C / W / U PCR 427 / F / C / W / U
		Apron Taxiway K Width : 25 m Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 540 / R / C / W / U PCR 448 / F / C / W / U	**Apron Taxiway M** Width : 25 m Surface : Concrete (Rigid) Strength : PCR 540 / R / C / W / U
		Taxiway Intersection N1 Width : 50 m Surface : Asphalt (Flexible) Strength : PCR 448 / F / C / W / U	**Taxiway Intersection N2** Width : 35 m Surface : Asphalt (Flexible) Strength : PCR 448 / F / C / W / U
		Taxiway Intersection P1 & P2 Width : 25 m Surface : Concrete (Rigid) Strength : PCR 518 / R / C / W / U	**Taxiway P (Code C) & Q (Code C)** Width : 18 m Surface : Asphalt (Flexible) Strength : PCR 445 / F / D / X / U
		Apron Taxiway S1 Width : 25 m Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 540 / R / C / W / U PCR 448 / F / C / W / U	**Apron Taxiway S2** Width : 34 m Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 540 / R / C / W / U PCR 448 / F / C / W / U
		Apron Taxiway S3 Width : 23 m Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 540 / R / C / W / U PCR 448 / F / C / W / U	**Apron Taxiway S4** Width : 36 m Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 540 / R / C / W / U PCR 448 / F / C / W / U
		Apron Taxiway S5 Width : 23 m Surface : Asphalt (Flexible) Strength : PCR 448 / F / C / W / U	**Apron Taxiway S6, T6** Width : 24 m Surface : Asphalt (Flexible) Strength : PCR 448 / F / C / W / U

		Apron Taxiway S7 Width : 23 m Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 540 / R / C / W / U PCR 448 / F / C / W / U	**Apron Taxiway S8** Width : 45 m Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 540 / R / C / W / U PCR 448 / F / C / W / U
		Apron Taxiway S9 Width : 26 m Surface : Concrete (Rigid) Strength : PCR 540 / R / C / W / U	**Apron Taxiway S10** Width : 43 m Surface : Concrete (Rigid) Strength : PCR 540 / R / C / W / U
		Aircraft Stand Taxilane T1, T8, T9 Width : 18 m Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 540 / R / C / W / U PCR 448 / F / C / W / U	**Apron Taxiway T2 & T7** Width : 23 m Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 540 / R / C / W / U PCR 448 / F / C / W / U
		Apron Taxiway T3 Width : 29 m Surface : Asphalt (Flexible) Strength : PCR 448 / F / C / W / U	**Apron Taxiway T4** Width : 32 m Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 540 / R / C / W / U PCR 448 / F / C / W / U
		Apron Taxiway T5 Width : 30 m Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 540 / R / C / W / U PCR 448 / F / C / W / U	**Aircraft Stand Taxilane T12** Width : 18 m Surface : Concrete (Rigid) Strength : PCR 540 / R / C / W / U
		Apron Taxiway T13 Width : 26 m Surface : Concrete (Rigid) Strength : PCR 540 / R / C / W / U	**Apron Taxiway U3 & U4** **Aircraft Stand Taxilane U1, U2, U8, U9** T**axiway Intersection U3A, U3B, U3C, U3D, U3E, U3F, Q1, Q2, Q3, Q4** Width : 18 m Surface : Asphalt (Flexible) Strength : PCR 445 / F / D / X / U
		Taxiway U6, Apron Taxiway U5 **Taxiway Intersection U5A, U5B, U5C, U5D, P (Code E & F), Q (Code E & F)** Width : 25 m Surface : Asphalt (Flexible) Strength : PCR 805 / F / D / X / U	**Aircraft Stand Taxilane U7** Width : 61m Surface : Asphalt (Flexible) Strength : PCR 805 / F / D / X / U
		Taxiway Intersection Y1 &Y9 Width : 31 m Surface : Concrete (Rigid) Strength : PCR 518 / R / C / W / U	**Taxiway Intersection Y2 & Y8** Width : 35 m Surface : Concrete (Rigid) Strength : PCR 518 / R / C / W / U
		Taxiway Intersection Y3, Y4, Y5 Width : 35 m Surface : Asphalt (Flexible) Strength : PCR 445 / F / D / X / U	**Taxiway Intersection Y6 & Y7** Width : 34m Surface : Asphalt (Flexible) Strength : PCR 445 / F / D / X / U
		Taxiway Intersection Z1 Width : 33 m Surface : Asphalt (Flexible) Strength : PCR 445 / F / D / X / U	**Taxiway Intersection Z2, Z3, Z4, Z5, Z6, Z7, Z8** Width : 40 m Surface : Asphalt (Flexible) Strength : PCR 445 / F / D / X / U

		Taxiway Intersection P3, P4, Q5, Q6, Q7, Taxiway Y & Taxiway Z Width : 25 m Surface : Asphalt (Flexible) Strength : PCR 445 / 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 14RCentre 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	024443.7N 1014147.4E	GP AERIAL 27.8 M Red/white Red obstruction lights	024425.6N 1014154.8E	NIL
	TELECOMMUNICATION TOWER 1 : 202.76 FT AMSL Marked and lighted	024552.1N 1014151.9E	WDI 23 M Marked and lighted	024432.1N 1014158.9E	
	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	024241.22N 1014309.48E	GP AERIAL 26.63 M Red/white Red obstruction lights	024253.83N 1014256.54E	NIL
	AWOS NO.7 22.3 M	024254.7N 1014255.5E	WDI 21.0 M Marked and lighted	024255.8N 1014255.7E	
	AWOS NO.8 22.1 M	024339.7N 1014225.6E	HILL - BUKIT LADA 110.048M AMSL Red obstruction lights	024232.7N 1014356.6E	
	AWOS NO.9 23.5 M	024424.2N 1014155.8E	HILL - BUKIT SUNGAI LANAU 100.890 M AMSL Red obstruction lights	024158.1N 1014304.7E	
			POWER PLANT - 15KM South of THR RWY 32 525FT AMSL Marked and lighted at night.	023524.6N 1014327.9E	
14L/APCH 32R/TKOF	LOC ANTENNAS 19.23 M Red/Red obstruction lights	024648.7N 1014202.5E	GP AERIAL 29.60 M Red/white Red obstruction lights	024636.6N 1014215.3E	NIL
	AWOS NO.2 24.9 M	024635.0N 1014216.4E	WDI 24 M Marked and lighted	024634.9N 1014215.7E	
	AWOS NO.3 25.3 M	024550.5N 1014245.7E	CONTROL TOWER 141.45 M Red obstruction lights	024525.5N 1014208.8E	
	AWOS NO.4 27.6 M	024506.0N 1014316.1E	RADAR SENSOR 69.8 M Red obstruction lights	024630.0N 1014124.0E	
	TELECOMMUNICATION TOWER 1: 202.76 FT AMSL Marked and lighted	024552.1N 1014151.9E			
	TELECOMMUNICATION TOWER 2 : 202.76 FT AMSL Marked and lighted	024550.0N 1014151.2E			

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	
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	024504.87N 1014316.8E	NIL
			WDI 27 M Marked and lighted	024457.5N 1014313.0E	
			TELECOMMUNICA- TION TOWER182.88 M AMSL	024826.19N 1014440.41E	
15/APCH 33/TKOF	LOC ANTENNAS 11.7 M	024411.0N 1014021.7E	GP AERIAL 23.7M Red/White Red obstruction light	024408.0N 1014042.1E	Western side of RWY 15/33 and behind the two GPaerials line.
			WDI 16 M Marked and lighted	024414.5N 1014045.1E	
	AWOS NO.13 11.2 M	024408.1N 1014135.8E	KLIA CONTROL TOWER WEST 146.9M AMSL. Red obstruction lights	024445.7N 1014105.0E	
	AWOS No. 14 11.2 M	024407.8N 1014041.5E	Multilateration Surveil- lance System (MSS) Sensors Antennas:		
	AWOS NO.15 11.2 M	024413.7N 1014021.0E	GS45 - 23.7M	024407.5N 1014041.1E	
			GS46 - 18.7M	024328.5N 1014106.3E	
			GS47 - 18.7M	024258.6N 1014126.5E	
			GS48 - 18.7M	024224.1N 1014148.5E	
33/APCH 15/TKOF	LOC ANTENNAS 11.7 M	024411.0N 1014250.1E	GP AERIAL 23.7M Red/ White Red obstruction lights	024237.2N 1014143.0E	NIL
	AWOS NO.11 11.2 M	024413.7N 1014250.6E	WDI 16 M Marked and lighted	024238.4N 1014141.3E	
	AWOS NO.12 11.2 M	024407.79N 1014230.18E	HILL - BUKIT LADA 110.0M AMSL Red obstruction lights	024232.7N 1014356.6E	
			HILL - BUKIT SUNGAI LANAU 100.9M MSL Red obstruction lights	024158.1N 1014304.7E	

WMKK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	AMO KLIA
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	AMO KLIA 30HR (0006 0612 1218 1824)
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, Wind Shear Warning, METAR Bulletin, TAFOR Bulletin, WMKK 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	KLIA APP/TWR, Subang ACC/RCC
10	Additional information (limitation of service, etc.)	TEL: +603 - 87872388 Telefax:+603 - 87871020 / +603 - 87871019

WMKK 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
14R	146.01°	4000 x 60	PCR 540 / R / C / W / U - 241 m Concrete PCR 448 / F / C / W / U - 3519 m Asphalt PCR 540 / R / C / W / U - 240 m Concrete	THR coordinates 024435.84N 1014152.63E RWY end coordinates 024247.86N 1014305.03E THR geoid undulation -1.5 m	THR:16.5 m TDZ:16.5 m
32L	326.01°	4000 x 60	PCR 540 / R / C / W / U - 240 m Concrete PCR 448 / F / C / W / U - 3519 m Asphalt PCR 540 / R / C / W / U - 241 m Concrete	THR coordinates 024247.86N 1014305.03E RWY end coordinates 024435.84N 1014152.63E THR geoid undulation -1.4 m	THR:14.5 m TDZ:14.5 m

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
14L	146.01°	4019 x 60	PCR 540 / R / C / W / U - 241 m Concrete PCR 448 / F / C / W / U - 3537 m Asphalt PCR 540 / R / C / W / U - 241m Concrete	THR coordinates 024642.52N 1014206.67E RWY end coordinates 024454.03N 1014319.41E THR geoid undulation -1.5 m	THR:16.6 m TDZ:16.6 m
32R	326.01°	4019 x 60	PCR 540 / R / C / W / U - 241m Concrete PCR 448 / F / C / W / U -3537 m Asphalt PCR 540 / R / C / W / U - 241 m Concrete	THR coordinates 024454.03N 1014319.41E RWY end coordinates 024642.52N 1014206.67E THR geoid undulation -1.4 m	THR:21.2 m TDZ:21.2 m
15	146.01°	3960 x 60	PCR 518 / R / C / W / U - 550 m Concrete PCR 427 / F / C / W / U - 3410 m Asphalt	THR coordinates 024417.57N 1014038.97E RWY end coordinates 024230.67N 1014150.65E THR geoid undulation -1.6 m	THR:8.4 m TDZ:8.4 m
33	326.01°	3960 x 60	PCR 427 / F / C / W / U - 3410 m Asphalt PCR 518 / R / C / W / U - 550 m Concrete	THR coordinates 024230.67N 1014150.65E RWY end coordinates 024417.57N 1014038.97E THR geoid undulation -1.5 m	THR:8.3 m TDZ:8.3 m

Slope of RWY-RESA	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
0.05%	NIL	NIL	4120 x 300	Provided	RESA RWY 14R: 120 m x 120 m
0.05%	NIL	NIL	4120 x 300	Provided	RESA RWY 32L: 176 m x 120 m
0.11%	NIL	NIL	4139 x 300	Provided	RESA RWY 14L: 225 m x 120 m
0.11%	NIL	NIL	4139 x 300	Provided	RESA RWY 32R: 120 m x 120 m
0.004%	NIL	NIL	4080 x 300	Provided	RESA RWY 15: 240 m X 120 m
0.004%	NIL	NIL	4080 x 300	Provided	RESA RWY 33: 200 m X 120 m

WMKK AD 2.13 DECLARED DISTANCES

RWY designator	FROM	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6	7
14L	THRESHOLD	4019	4019	4019	4019	NIL
	TWY A2	3604	3604	3604	NIL	NIL
	TWY A3	2832	2832	2832	NIL	NIL
	TWY A4	2520	2520	2520	NIL	NIL
	TWY A5	2070	2070	2070	NIL	NIL
32R	THRESHOLD	4019	4019	4019	4019	NIL
	TWY A10	3954	3954	3954	NIL	NIL
	TWY A9	3634	3634	3634	NIL	NIL
	TWY A8	2887	2887	2887	NIL	NIL
	TWY A7	2574	2574	2574	NIL	NIL
	TWY A6	2065	2065	2065	NIL	NIL
14R	THRESHOLD	4000	4000	4000	4000	NIL
	TWY C2	3887	3887	3887	NIL	NIL
	TWY P2	3839	3839	3839	NIL	NIL
	TWY C3	3566	3566	3566	NIL	NIL
	TWY P3	3519	3519	3519	NIL	NIL
	TWY P4	3030	3030	3030	NIL	NIL
	TWY C4	2820	2820	2820	NIL	NIL
	TWY C5	2507	2507	2507	NIL	NIL
	TWY C6	2050	2050	2050	NIL	NIL
32L	THRESHOLD	4000	4000	4000	4000	NIL
	TWY C10	3585	3585	3585	NIL	NIL
	TWY C9	2812	2812	2812	NIL	NIL
	TWY C8	2500	2500	2500	NIL	NIL
	TWY C7	2048	2048	2048	NIL	NIL
15	THRESHOLD	3960	3960	3960	3960	NIL
	TWY Y2	3505	3505	3505	NIL	NIL
	TWY Y3	3400	3400	3400	NIL	NIL
	TWY Y4	2630	2630	2630	NIL	NIL
	TWY Y5	2180	2180	2180	NIL	NIL
33	THRESHOLD	3960	3960	3960	3960	NIL
	TWY Y8	3827	3827	3827	NIL	NIL
	TWY Y7	2632	2632	2632	NIL	NIL
	TWY Y6	2182	2182	2182	NIL	NIL

WMKK 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
14L	CAT I 900 M LIH Capacitor Discharge Lights from 900M to 300M	Green Green	PAPI LEFT/ RIGHT 3° (19.5 M) 64.0 FT	900 M	4019 M, 15 M, Variable White: 0 - 3119 M, Red/Variable White: 3119 M - 3719 M, Red: 3719 M - 4019 M, LIH	4019 M, 60 M, Variable White: 0 - 3419 M, Yellow: 3419 M - 4019 M, LIH	Red	NIL	NIL
32R	CAT I 900 M LIH Capacitor Discharge Lights from 900M to 300M	Green Green	PAPI LEFT/ RIGHT 3° (19.3 M) 63.3FT	900 M	4019 M, 15 M, Variable White: 0 -3119 M Red/Variable White: 3119 M - 3719 M Red: 3719 M - 4019 M LIH	4019 M, 60 M, Variable White: 0 -3419 M, Yellow: 3419 M - 4019 M, LIH	Red	NIL	NIL
14R	CAT I 900 M LIH Capacitor Discharge Lights from 900M to 300M	Green -	PAPI LEFT 3° (20.2 M) 66.3FT	900 M	4000 M, 15 M, Variable White: 0 - 3100 M, Red/Variable White: 3100 M - 3700 M, Red: 3700 M - 4000 M, LIH	4000 M, 60 M, Variable White: 0 - 3400 M, Yellow: 3400 M - 4000 M, LIH	Red	NIL	NIL
32L	CAT I 900 M LIH Capacitor Discharge Lights from 900M to 300M	Green Green	PAPI LEFT/ RIGHT 3° (18.8 M) 61.7FT	900 M	4000 M, 15 M, Variable White: 0 - 3100 M, Red/Variable White: 3100 M - 3700 M, Red: 3700 M - 4000 M, LIH	4000 M, 60 M, Variable White: 0 - 3400 M, Yellow: 3400 M - 4000 M, LIH	Red	NIL	NIL
15	CAT I 900 M LIH	Green -	PAPI RIGHT 3° (19.0 M) 62.3FT	NIL	3960 M, 15 M, Variable White: 0 - 3060 M, Red/Variable White: 3060 M - 3660 M, Red: 3660 M - 3960 M, LIH	3960 M, 60 M, Variable White: 0 - 3360 M, Yellow: 3360 M - 3960 M, LIH	Red	NIL	NIL
33	CAT I 900 M LIH	Green -	PAPI LEFT 3° (19.0 M) 62.3FT	NIL	3960 M, 15 M, Variable White: 0 - 3060 M, Red/Variable White: 3060 M - 3660 M, Red: 3660 M - 3960 M, LIH	3960 M, 60 M, Variable White: 0 - 3360 M, Yellow: 3360 M - 3960 M, LIH	Red	NIL	NIL

WMKK 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	LDI: NIL Illuminated Wind Direction Indicator (Illuminated WDI). RWY 14L : 348 M from THR on left side, 101 M from RWY centre line and lighted. RWY 32R : 202 M from THR on left side, 101 M from RWY centre line and lighted. RWY 14R : 198 M from THR on left side, 100 M from RWY centre line and lighted. RWY 32L : 371 M from THR on left side, 101 M from RWY centre line and lighted. RWY 15 : 185 M from THR on left side, 105 M from RWY centre line and lighted. RWY 33 : 368 M from THR on left side, 106 M from RWY centre line and lighted.
3	TWY edge and centre line lighting	Edge: At all TWY curves and fillets Centre Line: At all TWY.
4	Secondary power supply/switch-over time	Secondary power supply to all lightings. RWY 1 = RWY 14L/32R RWY 2 = RWY 14R/32L Switch over time: 1 sec - Inner 300 M of the approach lighting system, runway edge, runway threshold, runway end, runway centre line, runway touchdown zone, all stop bars. 15 sec - Essential taxiway, other parts of the approach lighting system, obstacle, visual approach slope indicators. RWY 3 = RWY 15/33 Switch over time: 15 sec - Approach Lighting System, Runway Edge, Runway Threshold, Runway End, Essential Taxiway, Obstacles and Visual Approach Slope Indicators.
5	Remarks	Intermediate Holding Position Light: At all TWY intersections.

WMKK AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	024550.68N 1014204.20E
2	TLOF and/or FATO elevation M/FT	22.10M/72.51FT.
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

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
SURFACE MOVEMENT CONTROL	LUMPUR GROUND	122.850 MHZ	H 24	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
ACD	LUMPUR DELIVERY	126.000MHZ		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)

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
D-ATIS	LUMPUR TERMINAL INFORMATION	126.450 MHZ	H24	Departure D-ATIS Data-link ATIS (D-ATIS) available via WMKK & synthesized voice broadcast
D-ATIS	LUMPUR TERMINAL INFORMATION	128.050 MHZ		Arrival D-ATIS Data-link ATIS (D-ATIS) available via WMKK & 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.

2.20.1.8 It is prudent practice for aircraft to be pushed back from the parking stand before engine start. However, if required due to technical reasons, an engine start may be approved by Air Traffic Control whilst aircraft is at the parking stand. Such engine start shall not be above idle power. The pilot-in-command and aircraft marshaller are responsible for any damage(s) caused by the effects of the engine blast.

2.20.1.9 Power back at KL International Airport is not permitted.

2.20.1.10 Pilots are to switch on their aircraft transponder after a push back approval has been obtained from ATC. Pilots shall ensure that their aircraft transponder is operating (set XPNDR or the equivalent according to specific installation, AUTO if available, not OFF or SDBY) and the assigned Mode A code selected.

2.20.1.11 If no transponder code is provided, the aircraft shall use the non-discrete code 1000.

2.20.2 Taxiing Routes - Departure And Arrival

2.20.2.1 Arriving and departing aircraft shall follow the published (standard) taxi routes described in the aerodrome ground movement charts as applicable, unless directed otherwise by ATC. The issuance by ATC of a taxi route to an aircraft does not relieve the Pilot-In-Command of the responsibility to maintain separation with other aircraft on the movement area or to comply with ATC directions intended to regulate aircraft on the manoeuvring area.

2.20.2.2 For each aircraft apron, access and exit taxiways are defined (shown on the Aerodrome Ground Movement Chart) and are included in the standard taxiing routes. In conducting engine start and push back, pilots-in-command should be aware that they will be required to proceed by a exit or access taxiway in accordance with the published taxi routes or as specified by ATC.

2.20.2.3 Taxiing clearance limits may be applied.

2.20.2.4 Any aircraft is strictly prohibited to hold at the intermediate holding position in front of the Rescue and Fire Fighting Services station as follows:

RFFS 1: TWY B BTN INT B5 and INT B6

RFFS 2: TWY D BTN INT E2 and INT D10

RFFS 3: TWY Z in front of FIRE STATION 3

This is to ensure unobstructed access from the RFFS Station for emergency vehicles such as fire trucks and rescue teams during emergencies.

2.20.3 Intersection Departures

2.20.3.1 Departing aircraft will normally be directed by ATC to use the full length of the runway for take-off. Pilots-in-command may request an intersection departure or ATC may propose an intersection departure to a pilot-in-command to resolve a particular runway or manoeuvring area conflict. The final decision whether to make an intersection departures rests with the pilot-in-command.

2.20.4 Departure Regulation

2.20.4.1 In order to reduce congestion at the holding points during peak hours, a procedure to regulate departures will be enforced. Departing aircraft may expect delays at start-up. Aircraft with ATC time restrictions will be afforded priority for start.

2.20.4.2 The order in which aircraft are given take-off clearances will be determined on the basis of normal traffic priorities, the application of wake turbulence standard, separation standards and departure slot allocations and management. The order of departure may not be the order in which aircraft arrive at the departure queue.

2.20.5 MULTILATERATION SURVEILLANCE SYSTEM (MSS)

2.20.5.1 Multilateration Ground Systems Working Principle

2.20.5.1.1 The ground systems consist of a number of Receiver units, Receiver/Transmitter units, a Reference Transponder (all non-rotating sensors) and a Central Processing Station. KLIA will have 53 remote sensors. The multilateration system uses multiple receivers to capture the transmissions from transponders. Then, by comparing the time difference, the system calculates the position. For the aircraft, the system will get the identity by selectively interrogating the transponder to receive the assigned Mode A code or the Aircraft Identification (The ICAO call sign used in flight shall be inserted in the FMS or Transponder Control Panel). The system will get the identity of vehicles by the unique Mode S address transmitted by the transponder. The system normally uses three or more receivers to calculate the position of an aircraft or transponder equipped vehicle.

2.20.5.2 FLIGHT CREW REQUIREMENTS

2.20.5.2.1 Pre-Push back/taxi

2.20.5.2.1.1 The pilot will be requested to enter a Mode A at start up (assigned Mode A code). This code will be either a discrete code or the non-discrete code 1000. Whenever the aircraft is capable of reporting Aircraft Identification, the identification of the aircraft should also be entered through the FMS or the Transponder Control Panel. Flight crew must use the 3-letter ICAO designator of the operator followed by the flight identification number (e.g. MAS123, AXM4567, MXD890, etc.)The ATC system will make the correlation with the flight plan (FPL) either from the discrete code or, when the non-discrete code 1000 is entered, or from the Aircraft Identification entered through the FMS or the Transponder Control Panel.Pilots should ensure that the transponder is operating (set XPNDR or the equivalent according to specific installation, AUTO if available, not OFF or STBY) and the assigned Mode A code selected from the request for push back or taxi, whichever is earlier.

2.20.5.2.2 After landing

2.20.5.2.2.1 Pilots should ensure that the transponder is operating (set XPNDR or the equivalent according to specific installation, AUTO if available, not OFF or STDBY) after landing continuously until the aircraft is fully parked on stand.

2.20.6 Crossing an unserviceable Stop Bar

2.20.6.1 Where a stop bar becomes unserviceable, and it is not possible to re-route an aircraft holding at the associated RHP, ATC will take one of the following actions:

a) Issue a instruction to the pilot to cross the lit stop bar."Stop bar unserviceable, cross red stop bar, line up runway (designator)", or
b) Use a Follow-Me Vehicle to guide the aircraft through the lit stop bar.

2.20.7 Aircraft Stand Allocation

2.20.7.1 Flight Operations, Malaysia Airports Sepang Sdn. Bhd. will allocate aircraft stands for all flights.

2.20.8 Helicopter Operations

2.20.8.1 All helicopters shall land at, and take-off from the Helipad.

2.20.8.2 All helicopter operations, inbound or outbound, of KLIA shall routes via the KLIA HELICOPTER ACCESS ROUTES as below:
a) Mantin (024929N 1015325E) - 1000FT - Track 250°/070° - Salak (024625N 1014444E) - KLIA
b) Semenyih (025659N 1015035E) - 1000FT - Track 210°/030° - Salak (024625N 1014444E) - KLIA

Hours of operation: HJ
Note:

1. These access routes are restricted to helicopter traffic having landing rights at KLIA.
2. Clearance limit inbound: Salak

2.20.8.3 Pilots-in-command of helicopters wishing to depart from KL International Airport shall call the Lumpur Tower (118.80 MHz) for ATC clearance prior to commencing any taxiing movement. Clearance for take-off will be provided by Aerodrome Control. The take-off clearance may be accompanied by an initial tracking clearance to resolve aerodrome traffic conflicts.

2.20.8.4 Pilot in command of arriving helicopters will be issued with tracking instruction to avoid aerodrome traffic conflicts and a clearance to the helipad.

2.20.8.5 After landing at the helipad, the pilot-in-command will be issued with a parking position within the vicinity of the helipad. The pilot-in-command shall taxi the aircraft to the parking position. Parking on the marked helipad landing area is not permitted

2.20.9 Procedures For Towing of Aircraft.

2.20.9.1 The Pilot In Command or Tow Master shall contact Lumpur Ground on the appropriate VHF frequency prior start-up or prior towing.

2.20.9.2 Due to Towers line of sight problem, the Pilot-in-Command or Tow Master shall be responsible for the separation with their aircraft and the other obstruction while taxiing or being towed. ATC will assign a discrete transponder code in order to give pilot/ towing master as far as possible, information about other traffic.

2.20.9.3 Towing aircraft shall be escorted by FOLLOW-ME-VEHICLE when transponder and two way radio communication is unavailable.

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 break-way point.	
A2, A2L,A2R, A4, A4L and A4R	Aircraft to be pushed back and towed forward to breakaway point abeam air-craft 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 air-craft 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 taxi-way 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

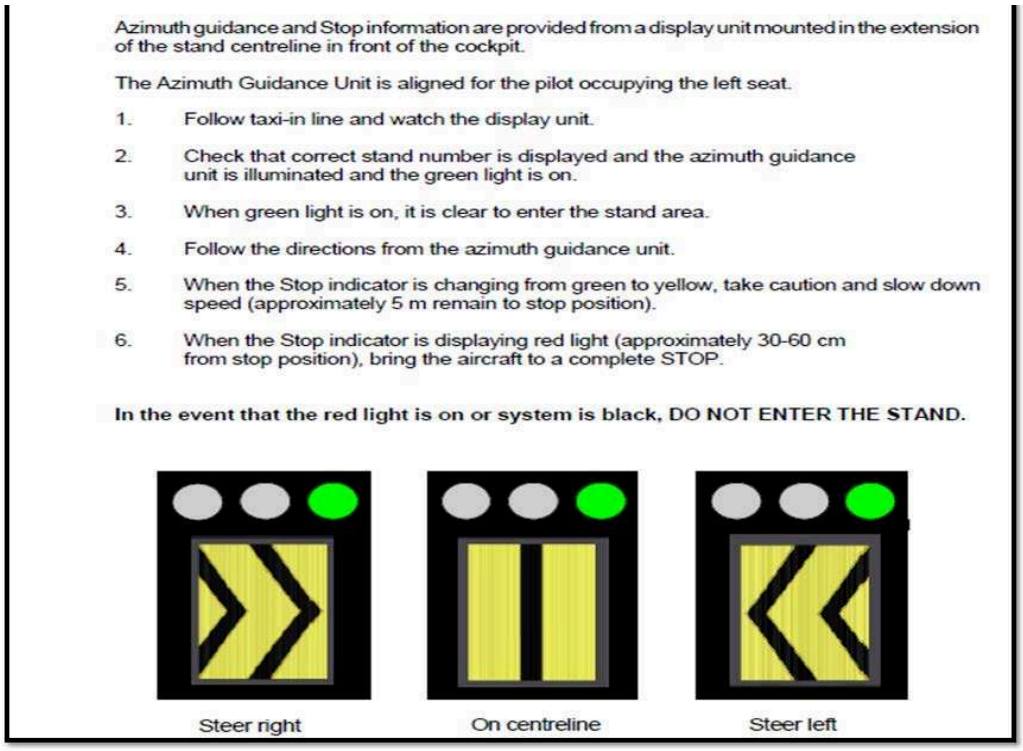
Aircraft have to tow in to aircraft stand B3 in the event of VDGS unserviceable to avoid aircraft jet blast during breakaway on aircraft stand taxilane.

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

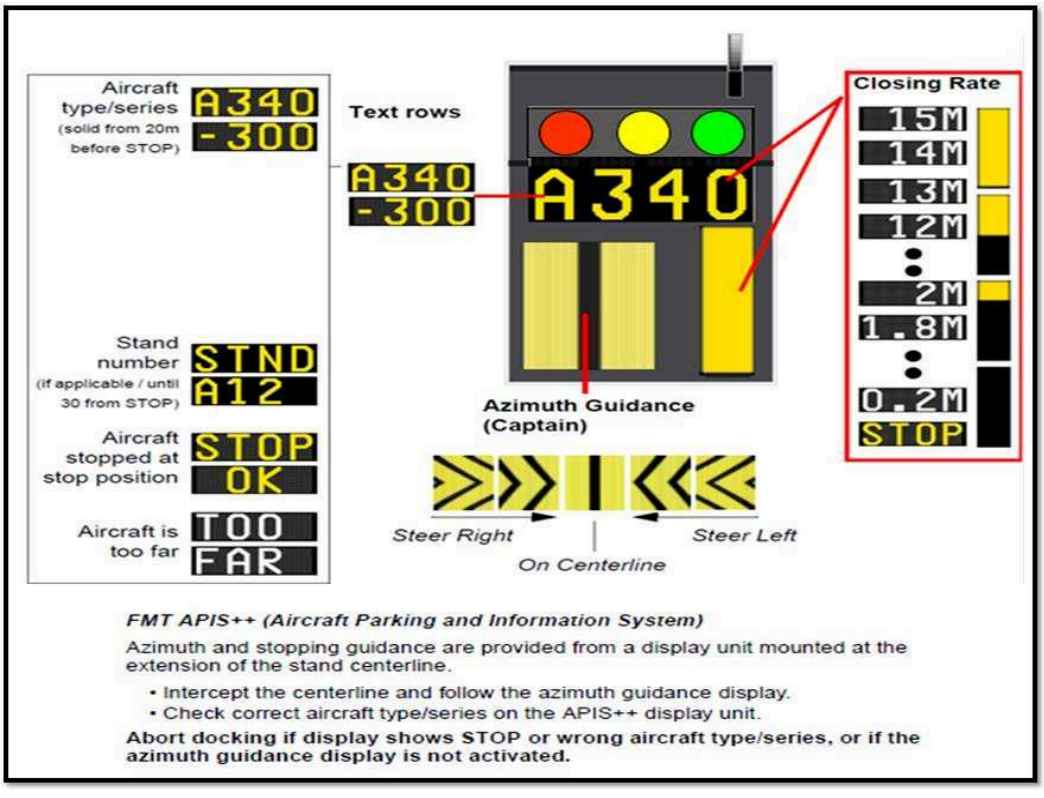
2.20.11.1.2 Pilot Instructions:
Azimuth Guidance and Stop Information provided from a Display Unit mounted in the extension of the stand center line in front of the cockpit. The Azimuth Guidance is aligned for the pilot occupying the left seat.



2.20.11.2 VDGS APIS++

2.20.11.2.1 Aircraft Stand:
A2, A2R, A2L, B2, B2R, B2L, B4, B4R, B4L, C1, C2, C3, C4, C6, C11, C12, C13, C14, C15, C16, C17, C21, C22, C23, C24, C25, C26, C27, C31, C32, C33, C34, C35, C36, C37.

2.20.11.2.2 Pilot Instructions:
Azimuth Guidance, Stop Information, Closing Rate and Aircraft Type Display provided from a Display Unit mounted in the extension of the stand centerline The Azimuth Guidance is aligned for the pilot occupying the left seat.Check correct aircraft type/ series on the Display Unit.
Safety Measures:
ABORT Docking if Display Unit shows STOP or WRONG AIRCRAFT TYPE/SERIES, or Azimuth Guidance Display NOT ACTIVATED.



2.20.11.3 VDGS SAFEDOCK

2.20.11.3.1 Aircraft Stand:
A4, A4R, A4L, A6, A6R, A6L, A8, A8R, A8L, A10, A10R, A10L, B6, B6R, B6L, B8, B8R, B8L, B10, B10R, B10L,
A3, A5, A7, A9, A11, B3, B5, B7, B9, B11

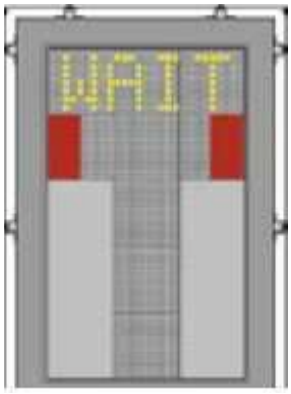
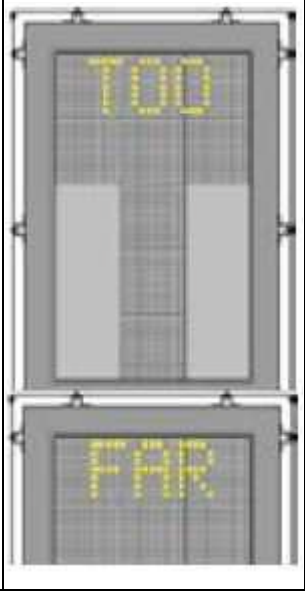
2.20.11.3.2 Azimuth Guidance, Stop Information, Closing Rate and Aircraft Type Display provided from a Display Unit mounted in the extension of the stand centerline. The Azimuth Guidance is available for use by the Pilots occupying BOTH the left and right seats. Check correct aircraft type/series on the Display Unit.
Safety Measures:
ABORT Docking if Display Unit shows STOP or WRONG AIRCRAFT TYPE/SERIES, or Azimuth Guidance Display NOT ACTIVATED.

PILOT INSTRUCTION

SAFEGATE - VISUAL DOCKING GUIDANCE SYSTEM

1.0 AIRCRAFT DOCKING (NORMAL CONDITION)

2.0 ABNORMAL CONDITION

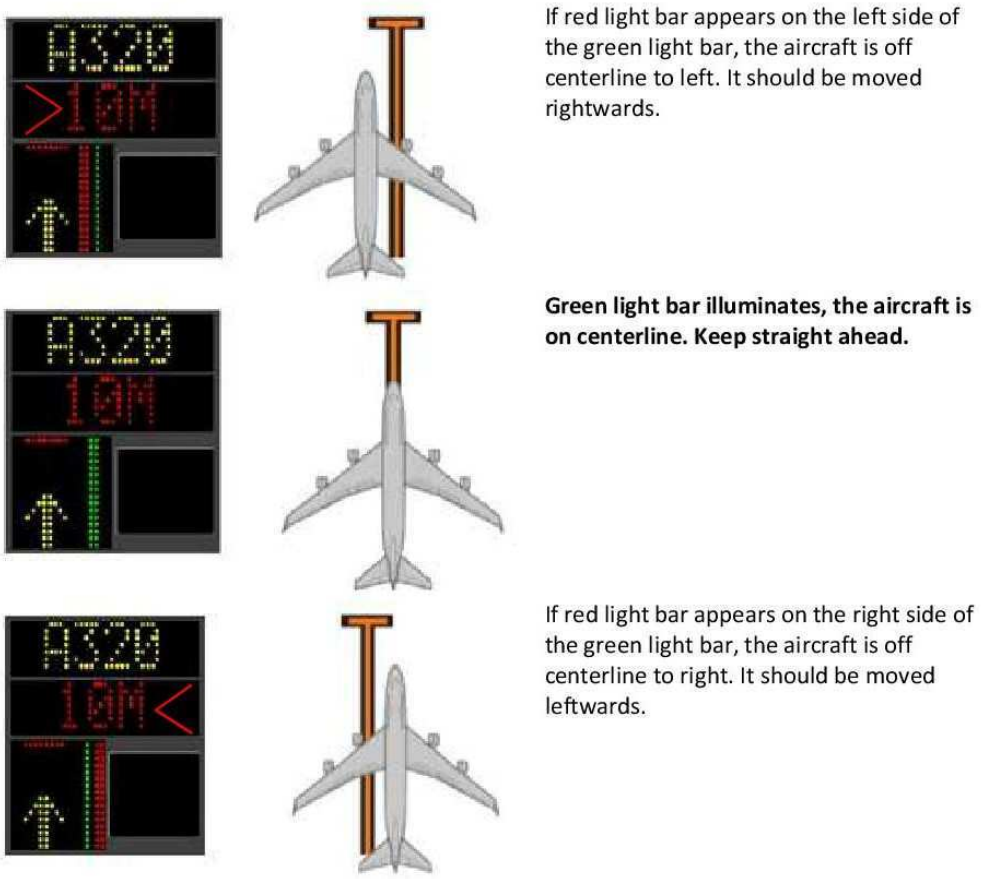
DESCRIPTION	PILOT VIEW	PILOT INSRUCTION
LOST AIRCRAFT DETECTION If the detected aircraft is lost during docking, before 15M to stop-position, the display shows WAIT. The docking continues as soon as the system detects the aircraft again. During penetration into the stand, the aircraft geometry is checked. If, for any reason, aircraft verification is not made 15M before the stop position, the Pilot Display shows **STOP** and **WAIT**. ***Note:*** *This may only be a system event and not a fault. The system requires time for safety checks, apron sweeps, aircraft capture dan ID checks before the closing rate to stop-position (to analyse the possible cause of the incident).*		Pilot to wait and stop before the system being activated.
OVERSHOOT If the aircraft overshoots the stop-position with a configurable distance, the Pilot Display displays **STOP** (with RED border/bars) followed by **TOO FAR** after the aircraft comes to a complete stop.		Pilot to aware the aircraft wing span clearance and capability of Passenger Boarding Bridges for passengers disembarking.

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:

a) The docking system is not activated
b) A wrong type of aircraft shows ' **NO ID** ' is displayed.
c) 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.

2.22.5 Approach And Departure Procedures

2.22.5.1 Departing Aircraft

2.22.5.1.1 If the SID has been cancelled and replaces with a Radar Departure):

"ATC: "….callsign, recleared on Sepang (…..) Departure"

If a pilot is to fly a radar heading after airbourne:

ATC: "callsign, fly heading ..... / maintain runway heading. Climb to .... FT. Runway ....., cleared for take-off"

2.22.5.1.2 Contact "Lumpur Radar" after airborne as soon as practicable before passing 2000FT on frequency 135.25 MHz.

2.22.5.1.2.1 If the departure frequency is different from the standard in para 2.22.5.1.2:
"…callsign, departure frequency (……), Runway (designator), cleared for take-off."…"

2.22.5.1.2.2 On the first contact with Approach after becoming airborne, advise the SID/RD identifier or assigned heading, the last level vacated to the nearest 100FT and the assigned altitude

Examples:
If the aircraft is on SID or RD
:"…callsign, ..KIMAT ONE CHARLIE Departure, leaving one thousand seven hundred, climbing to six thousand…"

If the aircraft is on assigned heading
:"…callsign, ..on heading (.....), leaving one thousand seven hundred, climbing to six thousand…"

2.22.5.1.3 Immediate Take-off Clearance

2.22.5.1.3.1 A pilot receiving the ATC instruction "cleared for immediate take-off" is required to act as follows:

a) If not yet lined up on the runway, line up and begin take-off run without stopping the aircraft;
b) if already lined up on the runway, take-off without delay;
c) if unable to comply with the instruction, inform ATC immediately.

2.22.5.1.4 Wake turbulence waiver

2.22.5.1.4.1 Pilots-in-command of departing aircraft may choose to commence take-off without the applicable wake turbulence standard being applied. In this event the following conditions will apply:

a) The pilot shall expressly initiate the request for waiver using the phraseology: "callsign...request wake turbulence waiver..."
b) Waiver on the wake turbulence standard shall apply in VMC by day;
c) The waiver shall not apply to a LIGHT or MEDIUM aircraft taking off behind a HEAVY aircraft take-off, if the take-off by the LIGHT or MEDIUM aircraft is commenced from a point more than 150 metres along the runway in the direction of take-off, from the commencement point of the HEAVY aircraft take-off.

2.22.5.1.4.2 When a pilot-in-command requests for a wake turbulence waiver, the pilot acknowledges that ATC will no longer be responsible for the application of wake turbulence separation standards to that specific flight operation.

2.22.5.2 Landing Aircraft

2.22.5.2.1 A succeeding aircraft may be cleared to land before the preceding landing aircraft which has landed or before the preceding departing aircraft which has commenced take-off run, is clear of the runway-in-use provided the following conditions are met:

a) In VMC;
b) ATC must have reasonable assurance that the appropriate separation will exist when the succeeding aircraft crosses the runway threshold;
c) when issuing a landing clearance following the application of the above procedures, ATC will issue the following aircraft with the instruction below:

" Preceding (aircraft type) vacating runway via (taxiway designator), surface wind....Runway (designator) cleared to land,…"

" Preceding (aircraft type) is rolling for departure, surface wind....Runway (designator), cleared to land,…"

2.22.5.2.2 After landing flight crew requirement : Pilot should ensure that the transponder is operating (set XPNDR or the equivalent according to specific installation, **AUTO** if available, Not **OFF** or **STDBY**) after landing continuously until the aircraft is fully parked on stand.

2.22.5.3 Missed Approach Procedures

2.22.5.3.1 When a pilot-in-command executes a "go around", he shall comply with the published missed approach procedure for the runway unless given a specific alternate missed approach procedure by air traffic control. If the aircraft performance or weather conditions preclude the pilot-in-command from complying with this requirement he shall advise air traffic control immediately.

2.22.5.4 Height Restrictions (Arriving Aircraft)

2.22.5.4.1 As part of Air Traffic Flow Management measures to regulate arrivals into WMKK.The following height restrictions shall be observed:

PUGER - FL310 OR BLW
NIREN - FL 270 OR BLW
KAKAK - FL 270 OR BLW
PULIP - FL250 OR BLW
SAROX - FL230 OR BLW
GUPTA - FL230 OR BLW
SALAX - FL220 OR BLW

2.22.5.5 Speed Restrictions (Arriving Aircraft)

2.22.5.5.1 FLOW management is used to regulate traffic destined for KLIA. The flow control sequencing action, as described in AIP ENR 1.9 – 1, may include:

a) speed control;
b) radar vectoring; and
c) holding.

2.22.5.5.2 The speed restriction of 250 KT IAS below 10 000 FT is now applicable unless ATC issues the instruction “maintain high speed”.

2.22.5.5.3 Pilot cleared to proceed on RNP1 STAR and published Instrument Approach Procedure shall comply with speed restriction reported on applicable coding table.

2.22.5.5.4 Pilot shall maintain speed 160 KT IAS at 10 NM untill 5 NM to touchdown.

2.22.5.5.5 Speed Limitation Points When STAR Is Cancelled

2.22.5.5.5.1 Pilots shall adopt the following speeds when notified that the STAR is cancelled:

a) Under radar vectors:

- 250 KIAS on passing 10 000FT;
- 220 KIAS on turning base;
- 185 KIAS on turning to intercept the localizer;
- 160 KIAS from 10NM until 5NM to touchdown.

b) Own navigation to intercept the final approach track:

- 250 KIAS on passing 10 000FT;
- 220 KIAS 20 track miles from touchdown;
- 185 KIAS 15 track miles from touchdown;
- 160 KIAS from 10NM until 5NM to touchdown.

2.22.5.5.5.2 ATC may issue other speeds to achieve a more accurate spacing, e.g. 220 KIAS prior to base turn.

2.22.5.5.6 Cancellation Of Speed Restrictions

2.22.5.5.6.1 Pilots need not adopt the speed restrictions at the speed limitation points when they are issued a “No ATC Speed Restriction” clearance by ATC.

2.22.6. Hazardous Weather Warning

2.22.6.1 Pilots will be advised when there are reported occurrences of micro burst or wind shear. These alerts will be in the following form:

a) Runway designation;
b) Arrival or Departure;
c) Type of alert (micro burst or wind shear);
d) Quantified headwind loss or gain;
e) Location of alert, in nautical mile, on final approach or departure path.

Example "...callsign...Runway 14L, arrival, microburst alert, headwind loss 40 knots, 2 miles final ".

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 arrivals, Runway 32L for departures 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 Simultaneous Independent Parallel Departure On Triple Runway Operation

2.22.8.3.1 **Departure Procedure**

2.22.8.3.1.1 This procedure will be implemented between 2330 UTC to 1400 UTC daily when the runway configuration is in Runway 32/33 mode operation only. After the implementation, the runway mode of operation will be as follows:

a) Runway 32L for departures
b) Runway 32R for mixed mode; and
c) Runway 33 for mixed mode.

2.22.8.3.1.2 Standard Instrument Departure (SIDs) for Triple Runway Operation when Runway 32/33 is in use:

i. RWY 33

a) PUGER 1F
b) IBUKU 1F
c) ATIMU 1F
d) RUSBU 1F

e) MITOS 1F
f) SALAX 1F

ii. RWY 32L

a) PUGER 1E
b) IBUKU 1E
c) ATIMU 1E
d) BIKDU 1E
e) PIBOS 1E
f) KIMAT 1E
g) RUSBU 1E
h) MITOS 1E
i) SALAX 1E

iii. RWY 32R

a) BIKDU 1D
b) PIBOS 1D
c) KIMAT 1D

2.22.8.3.1.3 SIDs for triple runway operation in KLIA enable all three parallel runways to be used simultaneously for departures.

2.22.8.3.2 Suspension Of Procedure

2.22.8.3.2.1 Procedures may be suspended under the following conditions:

a) Adverse weather conditions;
b) RWY14/15 mode in use;
c) Airspace activities (e.g., calibration, flypast);
d) Runway or taxiway closure.

2.22.8.4 **Dependent Parallel Approaches - DPA**

2.22.8.4.1 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.

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

2.22.8.4.3 During Parallel approaches “Visual Approach/Side Step” on the adjacent runway shall be avoided.

2.22.8.5 **Independent Parallel Approaches - IPA**

2.22.8.5.1 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.

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

2.22.8.5.3 During the execution of parallel approaches “Visual Approach/Side Step” on the adjacent runway shall be avoided.

2.22.8.5.4 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.

2.22.8.5.5 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.

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

2.22.8.6.1 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)

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

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

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

2.22.8.7 **Break-Out Manoeuvres**

2.22.8.7.1 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.

2.22.8.8 **Override**

2.22.8.8.1 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.

2.22.8.9 Runway Closure Schedule

2.22.8.9.1 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

2.22.8.9.2 Scheduled closure of RWY 14R/32L

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

2.22.8.9.3 Scheduled closure of RWY 15/33

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

2.22.8.9.4 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. **WMKK Arrival POINT MERGE SYSTEMS (PMS)**

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

2.22.10.2 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.

2.22.10.3 Aircraft Operators should refer to the guidance published in ENR 1.8 when filing the Flight Plan, and the STAR assignments for WMKK are based on the KL TMA entry point.

2.22.10.3.1 The following STARs are assigned to each PMS:

a) PMS East (STAR 1G): KAKAK, PULIP and SAROX;
b) PMS West (STAR 1H): NIREN, PUGER, SALAX, and GUPTA.

2.22.10.3.2 STAR arrival via GUPTA:

a) Between 0000-0400 UTC, arrivals shall be assigned based on Operator Parking Terminal assignments (PMS East for Terminal 1 and PMS West for Terminal 2); and
b) Outside the specified time, all arrivals shall be assigned via PMS West. However, the pilot may request for PMS East subject to ATC approval and traffic situation.

2.22.10.3.3 Traffic management via PMS will be as follows:

a) PMS East (STAR 1G): manage arrivals for RWY 32R/32L or RWY 14R/14L;
b) PMS West (STAR 1H): manage arrivals for RWY 15/33.

2.22.10.3.4 STAR assignments for WMKK are based on the KL TMA entry point, which may be suspended under the following conditions:

a) Adverse weather conditions;
b) Single PMS in use;
c) Airspace activities (e.g., calibration, flypast);
d) Runway or taxiway closure.

2.22.10.4 PMS and Midnight STAR Arrival - Operational Hours and Slot Availability.

NO	OPERATION	RWY 15/33	OTHER RWY	OPERATIONAL HOURS (UTC)	REMARK
1	DUAL PMS	STAR 1H (NIREN, PUGER, SALAX AND GUPTA)	STAR 1G (KAKAK, PULIP AND SAROX)	0000 – 1600	ASSIGNMENT OF THE STAR SHALL BE DEPENDING ON THE DIRECTION OF THE ENTRY POINT. **BETWEEN 0000 – 0400 UTC, ENTRY POINT VIA GUPTA, ASSIGNMENT OF THE STAR SHALL DEPEND ON THE OPERATOR PARKING TERMINAL ASSIGNMENT.**
2	MIDNIGHT STAR OR PMS	STAR 3K / STAR 3J / STAR 1G / STAR 1H		1600 - 0000	ASSIGNMENT OF THE STAR SHALL BE MADE BY ATC DURING INITIAL CONTACT. **STAR 3K / 3J ONLY AVAILABLE BETWEEN 1600 – 2100 UTC.**

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

2.22.11. **DEPARTURE CLEARANCE (DCL) VIA DATA LINK PROCEDURES**

2.22.11.1 Aircraft shall be equipped with Aircraft Communications Addressing and Reporting System (ACARS) equipment and be compliant with EUROCAE ED-85A and Airlines Electronic Engineering Committee (AEEC) 623 standards to utilise the DCL service over the data link.

2.22.11.2 The DCL service is applicable only for flights departing from Kuala Lumpur International Airport (WMKK) to the following destinations:

a) Destinations within Peninsular Malaysia;
b) Destinations in Singapore;
c) Destinations in Indonesia;
d) Destinations in Thailand; and
e) Destinations in Vietnam.

2.22.11.3 The DCL via data link shall be applied under the following principles:

a) The Planned Flight Level (PFL) filed in Field 15b of the flight plan will be used as the requested level unless otherwise specified by the pilot;
b) An initial climb level will be assigned according to the runway in use. The initial climb altitude will be included in the free-text field (e.g. IL040 indicates an initial climb altitude of 4000 FT);
c) No on-ground negotiation or reservation of flight levels will be conducted;
d) The final cruising level will be assigned by Lumpur ATC after airborne and is subject to traffic disposition;
e) The DCL service does not support clearance revision. Any amendments to a clearance issued via data link will be made by ATC through voice communication; and
f) Upon receipt of a “REVERT TO VOICE PROCEDURES” message, the pilot shall cancel any previously received clearance (if applicable) and follow the standard voice procedure for clearance requests.

2.22.11.4 **DCL MESSAGE**

Definitions of commonly used DCL message types and examples of message formats are provided below:

Request for Departure Clearance Downlink (RCD)	Message of the pilot requesting an ATC Clearance. Example: RCD080ABC0123 - WMKK - GATE B09 – WSSS ATIS W TYP/B738 < FREE TEXT >
Flight System Uplink Message (FSM)	Automatic acknowledgement of receipt of RCD / CDA by the ATC system, or the termination of the DCL service. Example 1: FSM 1025 230101 WMKK ABC0123 RCD RECEIVED REQUEST BEING PROCESSED Example 2: FSM 1035 230101 WMKK ABC0123 CDA RECEIVED CLEARANCE CONFIRMED Example 3 (NEGATIVE FSM MESSAGE): FSM 1035 230101 WMKK ABC0123 RCD REJECTED ERROR IN MESSAGE REVERT TO VOICE PROCEDURES
Departure Clearance Uplink Message (CLD)	Issuance of the ATC Clearance by the air traffic controller. Example: CLD 1035 230101 WMKK PDC 150 ABC0123 CLRD TO WSSS OFF 32R VIA RUSBU1D IL040 SQUAWK 7031 NEXT FREQ 121.9 ATIS W < FREE TEXT >
Departure Clearance Readback Downlink (CDA)	Confirmation of ATC Clearance by pilot. Example: CDA 1035 230101 WMKK PDC 150 ABC0123 CLRD TO WSSS OFF 32R VIA RUSBU1D SQUAWK 7031 NEXT FREQ 121.9 ATIS W < FREE TEXT >

2.22.11.5 DCL OPERATING PROCEDURES

2.22.11.5.1 The ground system logon ID for the DCL service provision is WMKK.

2.22.11.5.2 Pilots utilising the DCL service on selected routes shall request ATC clearance via an RCD message not earlier than 20 minutes before the Target Start-Up Approval Time (TSAT).

2.22.11.5.3 The DCL ground system will check the received request and verify that it corresponds to an existing flight plan. The system will then send a positive or negative request acknowledgement. If the RCD message is rejected through a negative FSM message, the pilot shall revert to voice procedures.

2.22.11.5.4 ATC will respond with the CLD message within 5 minutes of receiving the RCD message. If no CLD message is received within this period, the pilot shall contact Clearance Delivery on the published frequency.

2.22.11.5.5 The pilot shall acknowledge the CLD message by transmitting a CDA message within 5 minutes of receipt. Failure to do so may result in a “REVERT TO VOICE PROCEDURES” instruction.

Note 1: A departure clearance issued by voice always supersedes a departure clearance transmitted via the DCL service.

Note 2: The DCL service does not support clearance revisions. Any revisions to a clearance issued via data link will be communicated by ATC through voice procedures.

2.22.11.5.6 The pilot shall contact the appropriate LUMPUR GROUND frequency within 5 minutes after successful transmission of the CDA message.

2.22.11.5.7 ATC will reject the DCL request and instruct the pilot to revert to voice procedures in the following circumstances:

a) The flight destination is not listed in paragraph 2.22.12.2; or
b) The RCD message does not comply with EUROCAE ED-85A standards or contains inaccurate flight data; or
c) When deemed necessary by ATC.

2.22.12 HIRO Procedures

2.22.12.1 **Runway Configuration**

KLIA operates with three parallel runways:

- Runway 14L/32R
- Runway 14R/32L
- Runway 15/33

2.22.12.2 During HIRO is in force, ATC will inform all stakeholders via ATIS (Phrase: **“High Intensity Runway Operation in force. Minimum Runway Occupancy Time Required”) or via RTF.**

2.22.12.3 **Arrival Aircraft**

2.22.12.3.1 The speed restriction of 250 KT IAS below 10 000 FT is now applicable unless ATC issues the instruction “maintain high speed”.

2.22.12.3.2 Pilot cleared to proceed on RNP1 STAR and published Instrument Approach Procedure shall comply with speed restriction reported on applicable coding table.

2.22.12.3.3 Pilot shall maintain speed 160 KT IAS at 10 NM until 5 NM to touchdown.

2.22.12.3.4 Speed Limitation Points When STAR Is Cancelled:

a) Pilots shall adopt the following speeds when notified that the STAR is cancelled:

1. Under radar vectors:

i. 185 KIAS on turning to intercept the localizer;
ii. 160 KIAS from 10NM until 5NM to touchdown.

2. Own navigation to intercept the final approach track:

i. 185 KIAS 15 track miles from touchdown;
ii. 160 KIAS from 10NM until 5NM to touchdown.

2.22.12.3.5 ATC may issue other speeds to achieve a more accurate spacing, e.g. 220 KIAS prior to base turn.

2.22.12.4 Cancellation of Speed Restrictions.

2.22.12.4.1 Pilots need not adopt the speed restrictions at the speed limitation points when they are issued a “No ATC Speed Restriction” clearance by ATC.

2.22.12.4.2 Arriving aircraft that are unable to comply with the speed restriction must inform ATC. Pilots who are unable to comply with the requirement and do not inform ATC will result in its approach clearance being cancelled and re-sequenced for landing.

2.22.12.4.3 Pilot shall utilise Rapid Exit Taxiways (RETs) to vacate the runway quickly and safely. KLIA has designated RETs strategically located to facilitate rapid clearance.

2.22.12.4.4 The following table differentiates the runway vacating time based on runway in use:

RUNWAY IN USE	VACATING RUNWAY TIME (SECONDS)	REMARKS
14L / 14R / 15 / 32L / 33	60	Standard ROT requirement during HIRO
32R	70	Adjusted due to airport layout characteristics

2.22.12.5 The runway occupancy time (ROT) is observed between the time aircraft overflies the runway threshold and the time it has vacated the runway. Below is the distance to turn off for taxiway exits;

RUNWAY	AIRCRAFT TYPE	TAXIWAY EXITS (* Preferred Exit)	DISTANCE TO TURN-OFF (m)
14L	All	A06*	2065
		A07	2574
14R	All	C07*	2048
		C08	2500
15	All	Y06*	2182
		Y07	2632
32R	All	A05*	2070
		A04	2520
32L	All	C06*	2050
		C05	2507
		P04* (Aircraft to T2)	3030
33	All	Y05*	2180
		Y04	2630

2.22.12.5.1 Once vacated, aircraft are required not to stop on the Rapid Exit Taxiways (RETs) awaiting instructions from ATC but to proceed with taxiing according to the established procedures, unless otherwise instructed by ATC.

2.22.12.6 **Departing Aircraft**

2.22.12.6.1 Pilots shall complete all checklists to minimise time on the runway. When the Departure Clearance is issued by ATC, pilot shall commence the take-off roll without unnecessary delay.

2.22.12.6.2 An aircraft that receives a clearance to line up conditional on another aircraft's departure shall remain behind that aircraft. The aircraft may start entering the runway after the receipt of such conditional line-up clearance when the departing aircraft on the runway passes it. However, the pilot must be cautious of the possible blast hazard as the aircraft on the runway will apply power. An example of such conditional clearance is.**"VDN3650, after the departing B737, line up Runway 32R via A10 behind"**.

2.22.12.6.3 Below is the Take-Off Run Available (TORA) following to the taxiway intersections:

RUNWAY	TAXIWAY INTERSECTION	TORA (m)
14L	THRESHOLD	4019
	A02	3604
	A03	2832
	A04	2520
14R	THRESHOLD	4000
	C02	3887
	P02	3839
	C03	3566
	P03	3519
	C04	2820
15	THRESHOLD	3960
	Y02	3505
	Y03	3400
	Y04	2630
32R	THRESHOLD	4019
	A10	3954
	A09	3634
	A08	2887
32L	THRESHOLD	4000
	C10	3585
	C09	2812
	C08	2500
33	THRESHOLD	3960
	Y08	3827
	Y07	2632

2.22.12.6.4 Pilots that are unable to comply with the requirements above should notify ATC on the Tower frequency as soon as possible.

2.22.12.6.5 In order to maximise runway capacity, departing aircraft will be sequenced for take-off based on, but not limited to, the following factors:

a) Aircraft's readiness to take off,
b) Aircraft performance category, and
c) ATFM measures being applied.

2.22.12.7 Limitation of HIRO

2.22.12.7.1 HIRO is not applicable during:

a) Adverse weather condition;
b) When the runway condition is not dry and poor runway braking action;
c) When there is a closure on RET;
d) Unserviceable of visual aids;
e) Congested taxiway or apron areas;
f) Low visibility conditions; and
g) Emergency situations (HIRO may be suspended to prioritise safety and allow for emergency response actions).

2.22.12.8 Emergency Procedures

2.22.12.8.1 In the event of an emergency, standard emergency procedures will take precedence over HIRO procedures.

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-WMKK-2-58
CODE F TAXIWAYS KLIA TERMINAL 1 & KLIA TERMINAL 2	AD 2-WMKK-2-59
TAXI ROUTES CODE F - ARRIVALS RWY 14L	AD 2-WMKK-2-61
STANDARD TAXI ROUTE - CODE F ARRIVAL RWY 14L (TABULAR 1)	AD 2-WMKK-2-62
TAXI ROUTES CODE F - ARRIVALS RWY 32R	AD 2-WMKK-2-63
STANDARD TAXI ROUTE - CODE F ARRIVAL RWY 32R (TABULAR 1)	AD 2-WMKK-2-64
TAXI ROUTES CODE F - ARRIVALS RWY 14R	AD 2-WMKK-2-65
STANDARD TAXI ROUTE - CODE F ARRIVAL RWY 14R (TABULAR 1)	AD 2-WMKK-2-66
TAXI ROUTES CODE F - ARRIVALS RWY 32L	AD 2-WMKK-2-67
STANDARD TAXI ROUTE - CODE F ARRIVAL RWY 32L (TABULAR 1)	AD 2-WMKK-2-68
TAXI ROUTE CODE F - ARRIVAL RWY 15	AD 2-WMKK-2-69
STANDARD TAXI ROUTE - CODE F ARRIVAL RWY 15 (TABULAR 1)	AD 2-WMKK-2-70
TAXI ROUTE CODE F - ARRIVAL RWY 33	AD 2-WMKK-2-71
STANDARD TAXI ROUTE - CODE F ARRIVAL RWY 33 (TABULAR 1)	AD 2-WMKK-2-72
TAXI ROUTE CODE F - DEPARTURE RWY 14L	AD 2-WMKK-2-73
STANDARD TAXI ROUTE - CODE F DEPARTURE RWY 14L (TABULAR 1)	AD 2-WMKK-2-74
TAXI ROUTE CODE F - DEPARTURE RWY 32R	AD 2-WMKK-2-75
STANDARD TAXI ROUTE - CODE F DEPARTURE RWY 32R (TABULAR 1)	AD 2-WMKK-2-76
TAXI ROUTE CODE F - DEPARTURE RWY 14R	AD 2-WMKK-2-77
STANDARD TAXI ROUTE - CODE F DEPARTURE RWY 14R (TABULAR 1)	AD 2-WMKK-2-78
TAXI ROUTE CODE F - DEPARTURE RWY 32L	AD 2-WMKK-2-79
STANDARD TAXI ROUTE - CODE F DEPARTURE RWY 32L (TABULAR 1)	AD 2-WMKK-2-80
TAXI ROUTE CODE F - DEPARTURE RWY 15	AD 2-WMKK-2-81
STANDARD TAXI ROUTE - CODE F DEPARTURE RWY 15 (TABULAR 1)	AD 2-WMKK-2-82
TAXI ROUTE CODE F - DEPARTURE RWY 33	AD 2-WMKK-2-83
STANDARD TAXI ROUTE - CODE F DEPARTURE RWY 33 (TABULAR 1)	AD 2-WMKK-2-84
KLIA EMERGENCY RESPONSE HELICOPTER LANDING ZONES	AD 2-WMKK-2-85
AERODROME OBSTACLE CHART — ICAO TYPE A (RWY 14L/32R)	AD 2-WMKK-3-1
AERODROME OBSTACLE CHART — ICAO TYPE A (RWY 14R/32L)	AD 2-WMKK-3-3
AERODROME OBSTACLE CHART — ICAO TYPE A (RWY 15/33)	AD 2-WMKK-3-5
KUALA LUMPUR TMA/CTR	AD 2-WMKK-4-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO	AD 2-WMKK-4-3
PRECISION APPROACH TERRAIN - ICAO - RWY 14L	AD 2-WMKK-5-1
PRECISION APPROACH TERRAIN - ICAO - RWY 14R	AD 2-WMKK-5-3
PRECISION APPROACH TERRAIN - ICAO - RWY 32L	AD 2-WMKK-5-5
PRECISION APPROACH TERRAIN - ICAO - RWY 32R	AD 2-WMKK-5-7
STANDARD DEPARTURE CHART - ICAO - RADAR DEPARTURES	AD 2-WMKK-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-WMKK-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-WMKK-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-WMKK-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-WMKK-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-WMKK-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-WMKK-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-WMKK-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-WMKK-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 3C SALAX 1C IBUKU 1C PIBOS 3C 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-6-29
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-6-30
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 2)	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 3)	AD 2-WMKK-6-32
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO - RWY 32R DEPARTURES FOR SAAS SUBANG	AD 2-WMKK-6-33
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-6-35
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 (TABULAR 1)	AD 2-WMKK-6-36
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-6-37
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 3)	AD 2-WMKK-6-38
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-6-39
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-6-40
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 (TABULAR 2)	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 3)	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 4)	AD 2-WMKK-6-43

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-WMKK-6-45
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-WMKK-6-46
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-WMKK-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 3)	AD 2-WMKK-6-48
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-WMKK-6-49
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-WMKK-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 (TABULAR 2)	AD 2-WMKK-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 3)	AD 2-WMKK-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 4)	AD 2-WMKK-6-53
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-WMKK-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 (TABULAR 1)	AD 2-WMKK-6-56
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-WMKK-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 3)	AD 2-WMKK-6-58
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-WMKK-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-WMKK-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-WMKK-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-WMKK-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-WMKK-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-WMKK-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-WMKK-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-WMKK-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-WMKK-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-WMKK-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-WMKK-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-WMKK-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-WMKK-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-WMKK-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-WMKK-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-WMKK-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-WMKK-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-WMKK-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-WMKK-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-WMKK-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-WMKK-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-WMKK-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-WMKK-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-WMKK-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-WMKK-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-WMKK-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-WMKK-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-WMKK-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-WMKK-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-WMKK-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-WMKK-7-37
INITIAL APPROACH CHART - RWY 14L RNAV (GNSS) INITIAL APPROACH PROCEDURE VIA PMS EAST / WEST / NORTH	AD 2-WMKK-7-39
INITIAL APPROACH CHART - RWY 14L RNAV (GNSS) INITIAL APPROACH PROCEDURE VIA PMS EAST / WEST / NORTH (TABULAR 1)	AD 2-WMKK-7-40
INITIAL APPROACH CHART - RWY 14R RNAV (GNSS) INITIAL APPROACH PROCEDURE VIA PMS EAST / WEST / NORTH	AD 2-WMKK-7-41
INITIAL APPROACH CHART - RWY 14R RNAV (GNSS) INITIAL APPROACH PROCEDURE VIA PMS EAST / WEST / NORTH (TABULAR 1)	AD 2-WMKK-7-42
INITIAL APPROACH CHART - RWY 15 RNAV (GNSS) INITIAL APPROACH PROCEDURE VIA PMS EAST / WEST / NORTH	AD 2-WMKK-7-43
INITIAL APPROACH CHART - RWY 15 RNAV (GNSS) INITIAL APPROACH PROCEDURE VIA PMS EAST / WEST / NORTH (TABULAR 1)	AD 2-WMKK-7-44
INITIAL APPROACH CHART - RWY 32L RNAV (GNSS) INITIAL APPROACH PROCEDURE VIA PMS EAST / WEST / SOUTH	AD 2-WMKK-7-45
INITIAL APPROACH CHART - RWY 32L RNAV (GNSS) INITIAL APPROACH PROCEDURE VIA PMS EAST / WEST / SOUTH (TABULAR 1)	AD 2-WMKK-7-46
INITIAL APPROACH CHART - RWY 32R RNAV (GNSS) INITIAL APPROACH PROCEDURE VIA PMS EAST / WEST / SOUTH	AD 2-WMKK-7-47
INITIAL APPROACH CHART - RWY 32R RNAV (GNSS) INITIAL APPROACH PROCEDURE VIA PMS EAST / WEST / SOUTH (TABULAR 1)	AD 2-WMKK-7-48
INITIAL APPROACH CHART - RWY 33 RNAV (GNSS) INITIAL APPROACH PROCEDURE VIA PMS EAST / WEST / SOUTH	AD 2-WMKK-7-49
INITIAL APPROACH CHART - RWY 33 RNAV (GNSS) INITIAL APPROACH PROCEDURE VIA PMS EAST / WEST / SOUTH (TABULAR 1)	AD 2-WMKK-7-50
INSTRUMENT APPROACH CHART - ICAO - RWY 14L ILS OR LOC	AD 2-WMKK-8-1
INSTRUMENT APPROACH CHART - ICAO - RWY 14L ILS OR LOC (TABULAR 1)	AD 2-WMKK-8-2
INSTRUMENT APPROACH CHART - ICAO - RWY 14L RNP Y	AD 2-WMKK-8-3
INSTRUMENT APPROACH CHART - ICAO - RWY 14L RNP Y (TABULAR 1)	AD 2-WMKK-8-4
INSTRUMENT APPROACH CHART - ICAO - RWY 14L RNP X	AD 2-WMKK-8-5
INSTRUMENT APPROACH CHART - ICAO - RWY 14L RNP X (TABULAR 1)	AD 2-WMKK-8-6
INSTRUMENT APPROACH CHART - ICAO - RWY 14L VOR/DME	AD 2-WMKK-8-7

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

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AERODROME/HELIPORT CHART - ICAO

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

RWY 15/33	
TWR	119.800
GND	118.050

RWY 14R/32L	
TWR	118.500
GND	121.800
GND	122.525

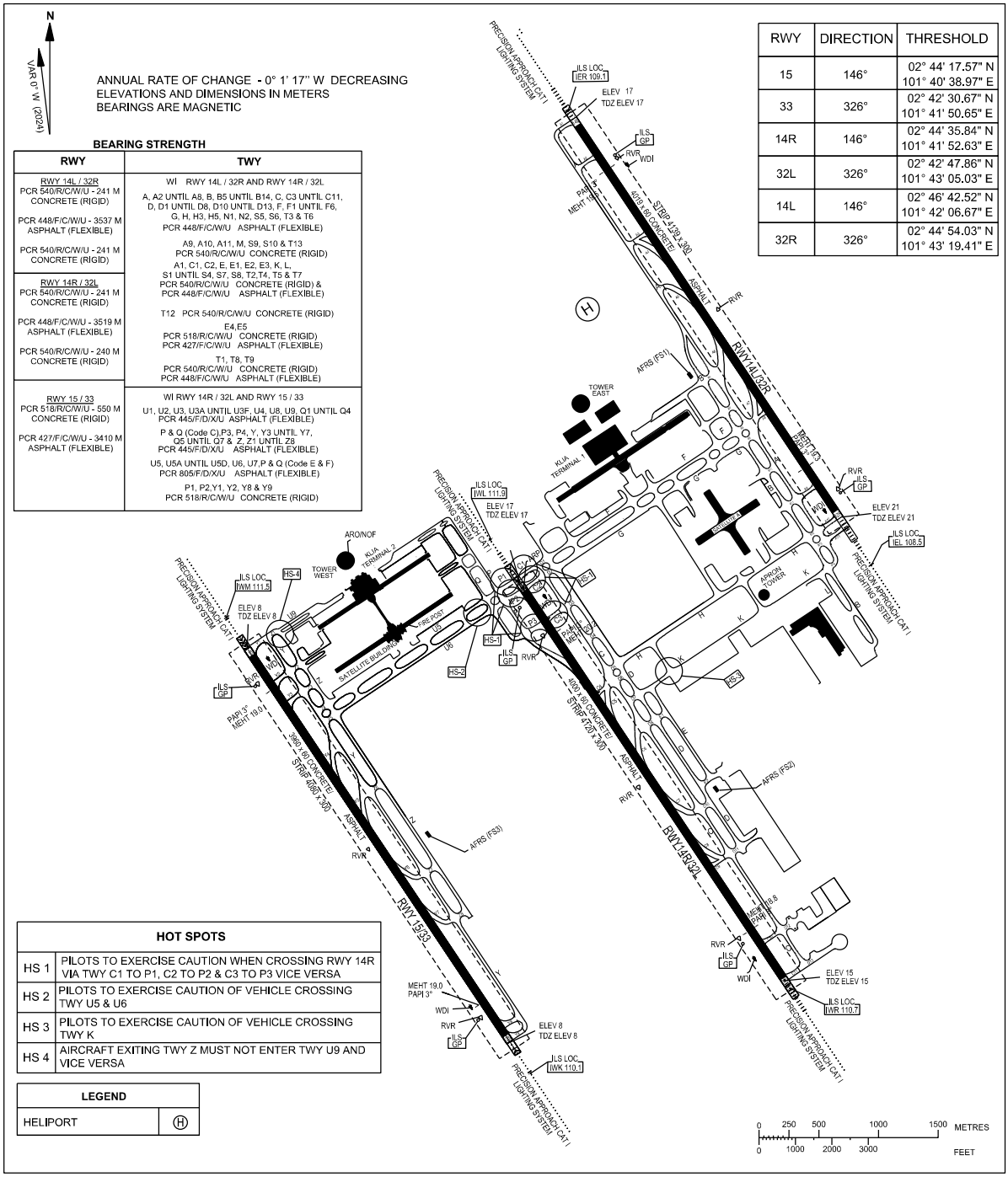
RWY 14L/32R	
TWR	118.800
GND	121.650

APRON WEST
121.725
122.550
130.750

APRON EAST
122.150
122.850
122.275
123.250

ACD
126.0
128.15

SEPANG/ KL INTERNATIONAL AIRPORT



CHANGES : UPDATE BEARING STRENGTH & FIRE POST

INTENTIONALLY BLANK

AERODROME GROUND LIGHTING CHARTS - ICAO

SEPANG/ KL INTERNATIONAL AIRPORT

APRON ELEV
EAST 21 M
WEST 10 M

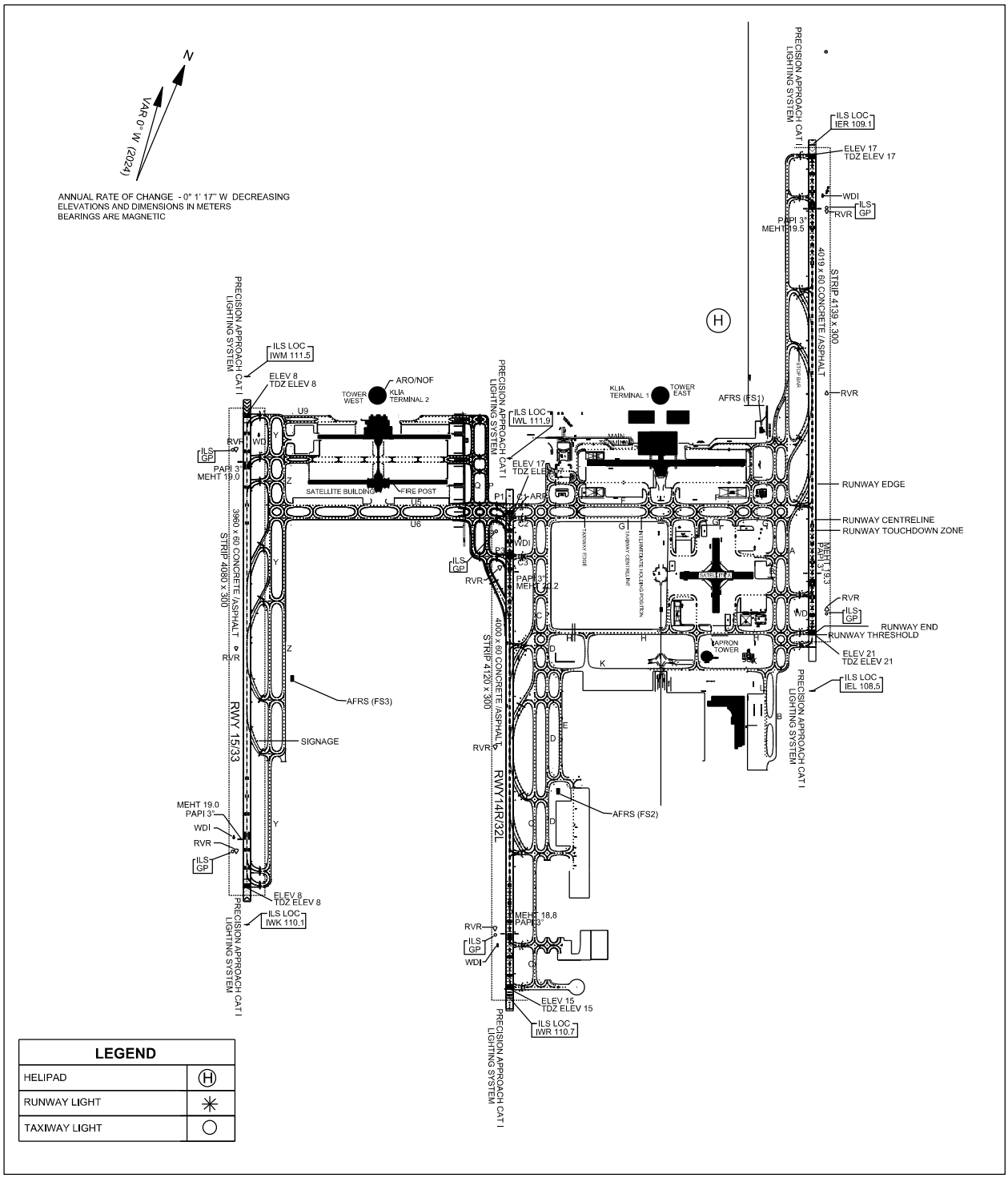
RWY 14L/32R	
TWR	118.800
GND	121.650

RWY 14R/32L	
TWR	118.500
GND	121.800
GND	122.525

RWY 15/33	
TWR	119.800
GND	118.050

GROUND
122.150
122.850
121.800
123.250

GROUND
121.725
122.550
130.750



CHANGES : UPDATE FIRE POST

INTENTIONALLY BLANK

AIRCRAFT PARKING/ DOCKING CHART - ICAO

APRON ELEV
21 M

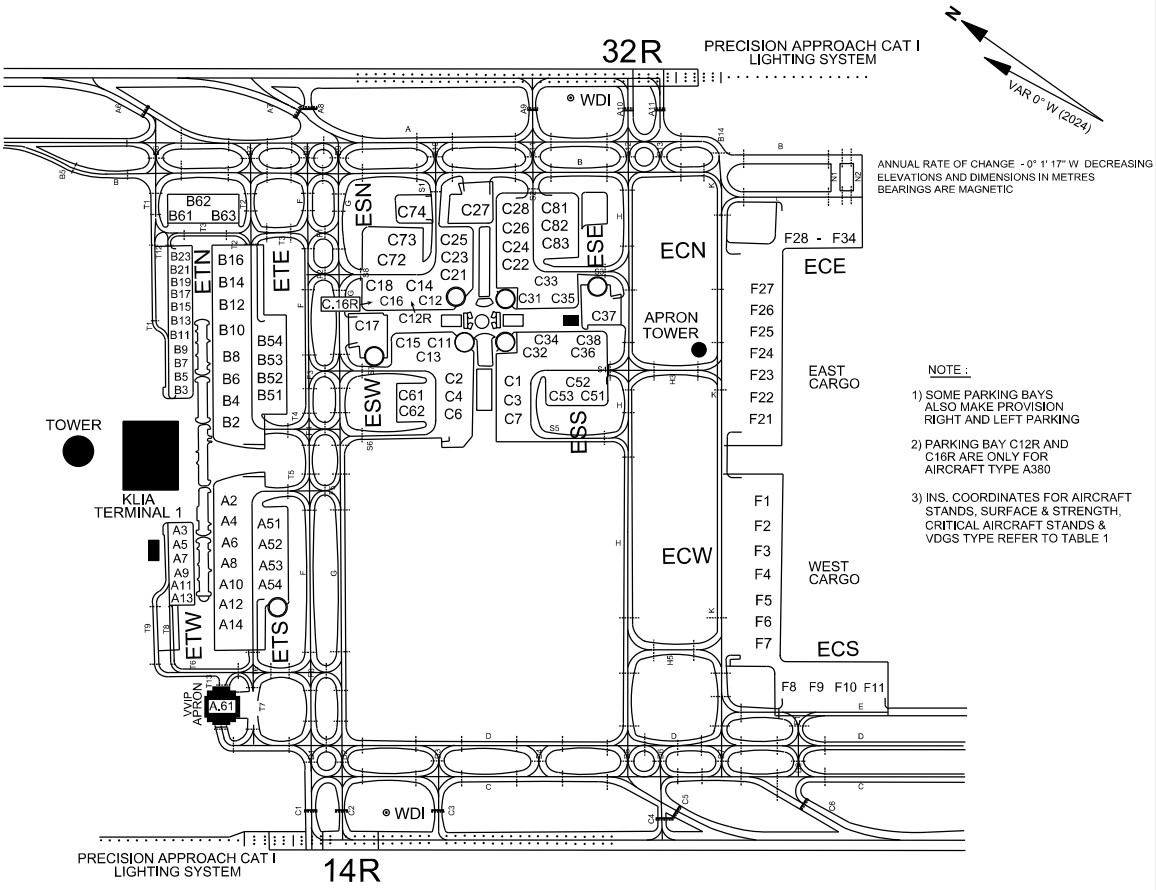
RUNWAY 32R / 14L	
TWR	118.80
SMC	121.65

RUNWAY 32L / 14R	
TWR	118.50
SMC	121.80

GROUND
122.150
122.850
122.275
123.250

ACD
126.0
128.15

SEPANG/ KL INTERNATIONAL AIRPORT TERMINAL 1



TWY A1, A2, A3, C, C10 & C11 26 M WIDE
TWY C1 27 M WIDE
TWY A9, A10, A11, C2, C3, C4 & E3 28 M WIDE
TWY A8 29 M WIDE
TWY D13 32 M WIDE
TWY N2 35 M WIDE
TWY C7 & C8 36 M WIDE
TWY A5, E1 & E2 39 M WIDE
TWY C6 41 M WIDE
TWY A6, B14, C5, D1, F1 UNTIL F6 42 M WIDE
TWY A4, D2 UNTIL D12 43 M WIDE
TWY A7, B6 UNTIL B13 44 M WIDE
TWY N1 50 M WIDE

APN TWY S3, S5, S7, T2 & T7 23 M WIDE
APN TWY E, L, S6 & T6 24 M WIDE
APN TWY S1 24.8 M WIDE
APN TWY H, K & M 25 M WIDE
APN TWY S9 & T13 26 M WIDE
APN TWY G & T3 29 M WIDE
APN TWY T5 30 M WIDE
APN TWY T4 32 M WIDE
APN TWY S2 34 M WIDE
APN TWY S4 35.8 M WIDE
APN TWY S10 42.5 M WIDE
APN TWY S8 44.5 M WIDE

ACFT STAND TAXILANE T1, T8, T9 & T12 18 M WIDE
ACFT STAND TAXILANE E5 24 M WIDE
ACFT STAND TAXILANE E4 39 M WIDE

BEARING STRENGTH TWY A,B,C,D,F PCR 448/F/C/W/U
BEARING STRENGTH TWY A1,C1,C2,E1,E2,E3 PCR 448/F/C/W/U & PCR 540/R/C/W/U
BEARING STRENGTH TWY A2,A3,A4,A5,A6,A7,A8, B5 UNTIL B14, C3 UNTIL C11,D1 UNTIL D8, D10 UNTIL D13, F1 UNTIL F6, H3,H5, N1,N2 PCR 448/F/C/W/U
BEARING STRENGTH TWY G,H,S5,S6,T3,T6 PCR 448/F/C/W/U
BEARING STRENGTH TWY A9,A10,A11 PCR 540/R/C/W/U
BEARING STRENGTH TWY M,S9,S10,T13 PCR 540/R/C/W/U
BEARING STRENGTH TWY T12 PCR 540/R/C/W/U
BEARING STRENGTH TWY E,K,L,S1,S2,S3,S4,S7,S8,T2,T4,T5,T7 PCR 448/F/C/W/U & PCR 540/R/C/W/U
BEARING STRENGTH TWY E4 & E5 PCR 427/F/C/W/U & PCR 518/R/C/W/U
BEARING STRENGTH TWY T1, T8 & T9 PCR 448/F/C/W/U & PCR 540/R/C/W/U

0 250 500 1000 1500 METRES
0 1000 2000 3000 FEET

LEGEND	
AIRCRAFT STAND	C5
RUNWAY-HOLDING POSITION	=====
INTERMEDIATE HOLDING POSITION	- - - - -

CHANGES : UPDATE BEARING STRENGHT

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)			
1	EAST TERMINAL SOUTH (ETS) 122.15MHz	A2		02° 45' 06.44"	101° 42' 17.56"	PCR 918/R/C/W/U	B744	APIS++
2		A2L		02° 45' 05.50"	101° 42' 17.47"	PCR 540/R/C/W/U	B38M	APIS++
3		A2R		02° 45' 06.65"	101° 42' 18.10"	PCR 540/R/C/W/U	B38M	APIS++
4		A4		02° 45' 04.78"	101° 42' 15.35"	PCR 802/R/C/W/U	B744	SAFEDOCK
5		A4L		02° 45' 04.02"	101° 42' 15.28"	PCR 540/R/C/W/U	B38M	SAFEDOCK
6		A4R		02° 45' 05.33"	101° 42' 15.62"	PCR 540/R/C/W/U	B38M	SAFEDOCK
7		A6		02° 45' 03.61"	101° 42' 13.09"	PCR 918/R/C/W/U	B744	SAFEDOCK
8		A6L		02° 45' 02.55"	101° 42' 13.09"	PCR 540/R/C/W/U	B38M	SAFEDOCK
9		A6R		02° 45' 03.88"	101° 42' 13.49"	PCR 540/R/C/W/U	B38M	SAFEDOCK
10		A8		02° 45' 02.21"	101° 42' 11.03"	PCR 918/R/C/W/U	B744	SAFEDOCK
11		A8L		02° 45' 01.08"	101° 42' 10.97"	PCR 540/R/C/W/U	B38M	SAFEDOCK
12		A8R		02° 45' 02.48"	101° 42' 11.37"	PCR 540/R/C/W/U	B38M	SAFEDOCK
13		A10		02° 45' 00.81"	101° 42' 08.97"	PCR 802/R/C/W/U	B744	SAFEDOCK
14		A10L		02° 44' 59.69"	101° 42' 08.75"	PCR 540/R/C/W/U	B38M	SAFEDOCK
15		A10R		02° 45' 01.09"	101° 42' 09.33"	PCR 540/R/C/W/U	B38M	SAFEDOCK
16			A12	02° 44' 59.02"	101° 42' 06.32"	PCR 220/R/C/W/U	B763	
17			A14	02° 44' 57.62"	101° 42' 04.26"	PCR 789/R/C/W/U	B744	
18			A14L	02° 44' 56.72"	101° 42' 04.18"	PCR 540/R/C/W/U	B734	
19			A14R	02° 44' 57.92"	101° 42' 04.49"	PCR 396/R/C/W/U	B734	
20			A51	02° 44' 58.81"	101° 42' 19.31"	PCR 540/R/C/W/U	B744	
21			A52	02° 44' 57.41"	101° 42' 17.25"	PCR 571/R/C/W/U	B744	
22			A52L	02° 44' 58.12"	101° 42' 17.52"	PCR 571/R/C/W/U	A321	
23			A52R	02° 44' 57.42"	101° 42' 16.49"	PCR 540/R/C/W/U	A321	
24			A53	02° 44' 56.01"	101° 42' 15.19"	PCR 571/R/C/W/U	B744	
25			A53L	02° 44' 56.72"	101° 42' 15.46"	PCR 571/R/C/W/U	A321	
26			A53R	02° 44' 56.02"	101° 42' 14.43"	PCR 540/R/C/W/U	A321	
27			A54	02° 44' 54.62"	101° 42' 13.12"	PCR 571/R/C/W/U	B744	
28			A54L	02° 44' 55.27"	101° 42' 13.44"	PCR 571/R/C/W/U	A321	
29			A54R	02° 44' 54.63"	101° 42' 12.37"	PCR 540/R/C/W/U	A321	
30	(ETS) 121.80MHz		A61	02° 44' 53.52"	101° 42' 03.90"	PCR 396/R/C/W/U	B744	
31	EAST TERMINAL WEST (ETW) 122.15MHz	A3		02° 45' 06.44"	101° 42' 12.13"	PCR 540/R/C/W/U	B738	SAFEDOCK
32		A5		02° 45' 05.66"	101° 42' 10.97"	PCR 540/R/C/W/U	B38M	SAFEDOCK
33		A7		02° 45' 04.87"	101° 42' 09.81"	PCR 540/R/C/W/U	B38M	SAFEDOCK
34		A9		02° 45' 04.08"	101° 42' 08.65"	PCR 540/R/C/W/U	B38M	SAFEDOCK
35		A11		02° 45' 03.30"	101° 42' 07.49"	PCR 540/R/C/W/U	B38M	SAFEDOCK
36			A13	02° 45' 02.51"	101° 42' 06.33"	PCR 571/R/C/W/U	A321	

CHANGE : UPDATE SURFACE & STRENGTH

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)			
37	EAST TERMINAL NORTH (ETN) 122.15MHz	B3		02° 45' 15.27"	101° 42' 25.14"	PCR 540/R/C/W/U	B738	SAFEDOCK
38		B5		02° 45' 16.05"	101° 42' 26.30"	PCR 540/R/C/W/U	B38M	SAFEDOCK
39		B7		02° 45' 16.84"	101° 42' 27.46"	PCR 540/R/C/W/U	B38M	SAFEDOCK
40		B9		02° 45' 17.62"	101° 42' 28.62"	PCR 540/R/C/W/U	B38M	SAFEDOCK
41		B11		02° 45' 18.41"	101° 42' 29.78"	PCR 540/R/C/W/U	B38M	SAFEDOCK
42			B13	02° 45' 19.20"	101° 42' 30.94"	PCR 540/R/C/W/U	B38M	
43			B15	02° 45' 19.98"	101° 42' 32.10"	PCR 540/R/C/W/U	B38M	
44			B17	02° 45' 20.77"	101° 42' 33.26	PCR 540/R/C/W/U	A20N	
45			B19	02° 45' 21.56"	101° 42' 34.42"	PCR 540/R/C/W/U	B38M	
46			B21	02° 45' 22.34"	101° 42' 35.58"	PCR 475/R/C/W/U	B38M	
47			B23	02° 45' 23.13"	101° 42' 36.73"	PCR 475/R/C/W/U	B38M	
48			B61	02° 45' 27.94"	101° 42' 41.00"	PCR 802/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 802/R/C/W/U	B38M	
51			B62R	02° 45' 25.40"	101° 42' 42.52"	PCR 802/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 802/R/C/W/U	B38M	
54			B63R	02° 45' 22.70"	101° 42' 44.34"	PCR 802/R/C/W/U	CRJX	
55	EAST TERMINAL EAST (ETE) 122.15MHz	B2		02° 45' 10.20"	101° 42' 23.11"	PCR 918/R/C/W/U	B744	APIS++
56		B2L		02° 45' 09.20"	101° 42' 22.90"	PCR 540/R/C/W/U	B38M	APIS++
57		B2R		02° 45' 10.53"	101° 42' 23.48"	PCR 540/R/C/W/U	B38M	APIS++
58		B4		02° 45' 11.91"	101° 42' 25.33"	PCR 802/R/C/W/U	B773	APIS++
59		B4L		02° 45' 10.80"	101° 42' 25.12"	PCR 540/R/C/W/U	B38M	APIS++
60		B4R		02° 45' 12.10"	101° 42' 25.79"	PCR 540/R/C/W/U	B38M	APIS++
61		B6		02° 45' 13.31"	101° 42' 27.39"	PCR 789/R/C/W/U	B773	SAFEDOCK
62		B6L		02° 45' 12.29"	101° 42' 27.37"	PCR 540/R/C/W/U	B38M	SAFEDOCK
63		B6R		02° 45' 13.60"	101° 42' 27.82"	PCR 540/R/C/W/U	B38M	SAFEDOCK
64		B8		02° 45' 14.71"	101° 42' 29.46"	PCR 789/R/C/W/U	B773	SAFEDOCK
65		B8L		02° 45' 13.73"	101° 42' 29.54"	PCR 540/R/C/W/U	B38M	SAFEDOCK
66		B8R		02° 45' 14.93"	101° 42' 29.78"	PCR 540/R/C/W/U	B38M	SAFEDOCK
67		B10		02° 45' 16.10"	101° 42' 31.52"	PCR 789/R/C/W/U	B773	SAFEDOCK
68		B10L		02° 45' 15.16"	101° 42' 31.64"	PCR 540/R/C/W/U	B38M	SAFEDOCK
69		B10R		02° 45' 16.42"	101° 42' 31.97"	PCR 540/R/C/W/U	B38M	SAFEDOCK
70			B12	02° 45' 17.76"	101° 42' 34.62"	PCR 540/R/C/W/U	B3XM	
71			B14	02° 45' 19.43"	101° 42' 36.50"	PCR 789/R/C/W/U	B744	
72			B14L	02° 45' 18.48"	101° 42' 36.17"	PCR 540/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 918/R/C/W/U	B764	

CHANGES : UPDATE CRITICAL ACFT. STANDS
UPDATE SURFACE & STRENGTH

AMDT 01/2026

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 540/R/C/W/U	B763	
76			B52	02° 45' 07.47"	101° 42' 31.54"	PCR 540/R/C/W/U	B772	
77			B52L	02° 45' 07.96"	101° 42' 31.99"	PCR 540/R/C/W/U	B38M	
78			B52R	02° 45' 07.38"	101° 42' 30.80"	PCR 540/R/C/W/U	B38M	
79			B53	02° 45' 08.94"	101° 42' 33.72"	PCR 540/R/C/W/U	B772	
80			B53L	02° 45' 09.60"	101° 42' 34.06"	PCR 540/R/C/W/U	B38M	
81			B53R	02° 45' 08.72"	101° 42' 33.06"	PCR 540/R/C/W/U	B38M	
82			B54	02° 45' 10.42"	101° 42' 35.89"	PCR 540/R/C/W/U	B772	
83			B54L	02° 45' 11.07"	101° 42' 36.24"	PCR 540/R/C/W/U	B38M	
84			B54R	02° 45' 10.33"	101° 42' 35.15"	PCR 540/R/C/W/U	B38M	
85	EAST SATELLITE SOUTH (ESS) 122.275MHZ	C1		02° 44' 48.44"	101° 42' 45.26"	PCR 802/R/C/W/U	B744	APIS++
86		C3		02° 44' 47.05"	101° 42' 43.27"	PCR 957/R/C/W/U	B744	APIS++
87		C32		02° 44' 47.39"	101° 42' 50.44"	PCR 802/R/C/W/U	B744	APIS++
88		C34		02° 44' 45.42"	101° 42' 51.87"	PCR 802/R/C/W/U	B744	APIS++
89		C36		02° 44' 43.39"	101° 42' 53.22"	PCR 802/R/C/W/U	B744	APIS++
90			C7	02° 44' 45.65"	101° 42' 41.20"	PCR 957/R/C/W/U	B744	
91			C38	02° 44' 41.40"	101° 42' 54.08"	PCR 118/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 918/R/C/W/U	B744	
94			C52L	02° 44' 38.60"	101° 42' 47.95"	PCR 486/R/C/W/U	A321	
95			C52R	02° 44' 39.69"	101° 42' 47.22"	PCR 486/R/C/W/U	A321	
96			C53	02° 44' 41.11"	101° 42' 45.80"	PCR 918/R/C/W/U	B744	

CHANGES : UPDATE SURFACE & STRENGTH

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 STAND	LAT (N)	LONG (E)			
97	EAST SATELLITE WEST (ESW) 122.85MHZ	C2		02° 44' 51.02"	101° 42' 43.57"	PCR 957/R/C/W/U	B744	APIS++
98		C4		02° 44' 49.63"	101° 42' 41.58"	PCR 802/R/C/W/U	B744	APIS++
99		C6		02° 44' 55.61"	101° 42' 44.44"	PCR 540/R/C/W/U	B763	APIS++
100		C11		02° 44' 55.54"	101° 42' 44.43"	PCR 540/R/C/W/U	B752	APIS++
101		C13		02° 44' 57.00"	101° 42' 43.45"	PCR 486/R/C/W/U	B752	APIS++
102		C15		02° 44' 58.90"	101° 42' 42.50"	PCR 957/R/C/W/U	B744	APIS++
103		C17		02° 45' 01.38"	101° 42' 41.78"	PCR 802/R/C/W/U	A388	APIS++
104			C61	02° 44' 55.70"	101° 42' 37.25"	PCR 957/R/C/W/U	B744	
105	EAST SATELLITE NORTH (ESN) 122.85MHZ		C62	02° 44' 54.33"	101° 42' 35.63"	PCR 540/R/C/W/U	B752	
106		C12		02° 44' 58.05"	101° 42' 47.25"	PCR 802/R/C/W/U	B748	APIS++
107		C12R		02° 44' 58.15"	101° 42' 47.29"	PCR 802/R/C/W/U	A388	AIRPARK
108		C14		02° 45' 00.08"	101° 42' 45.89"	PCR 802/R/C/W/U	B744	APIS++
109		C16		02° 45' 02.11"	101° 42' 44.53"	PCR 802/R/C/W/U	B744	APIS++
110		C16R		02° 45' 02.17"	101° 42' 44.52"	PCR 802/R/C/W/U	A388	AIRPARK
111		C21		02° 44' 57.11"	101° 42' 51.71"	PCR 540/R/C/W/U	B38M	APIS++
112		C23		02° 44' 58.04"	101° 42' 53.08"	PCR 540/R/C/W/U	B38M	APIS++
113		C25		02° 44' 58.88"	101° 42' 55.09"	PCR 802/R/C/W/U	B744	APIS++
114		C27		02° 44' 59.77"	101° 42' 57.46"	PCR 802/R/C/W/U	A388	APIS++
115			C18	02° 45' 03.98"	101° 42' 43.55"	PCR 540/R/C/W/U	B38M	
116			C72	02° 45' 07.86"	101° 42' 50.12"	PCR 977/R/C/W/U	A388	
117			C72L	02° 45' 07.86"	101° 42' 50.12"	PCR 660/R/C/W/U	B38M	
118			C72R	02° 45' 07.86"	101° 42' 50.12"	PCR 660/R/C/W/U	B38M	
119			C73	02° 45' 05.20"	101° 42' 51.91"	PCR 660/R/C/W/U	A388	
120			C73L	02° 45' 05.20"	101° 42' 51.91"	PCR 660/R/C/W/U	B38M	
121			C73R	02° 45' 05.20"	101° 42' 51.91"	PCR 660/R/C/W/U	B38M	
122			C74	02° 45' 07.41"	101° 42' 53.54"	PCR 977/R/C/W/U	A388	
123			C74L	02° 45' 07.41"	101° 42' 53.54"	PCR 660/R/C/W/U	B38M	
124			C74R	02° 45' 07.41"	101° 42' 53.54"	PCR 660/R/C/W/U	B38M	

CHANGES : UPDATE SEQUENCE NUMBERING

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)			
125	EAST SATELLITE EAST (ESE) 122.275MHZ	C22		02° 44' 54.32"	101° 42' 54.09"	PCR 957/R/C/W/U	B744	APIS++
126		C24		02° 44' 55.76"	101° 42' 56.05"	PCR 802/R/C/W/U	B744	APIS++
127		C26		02° 44' 57.13"	101° 42' 58.07"	PCR 802/R/C/W/U	B744	APIS++
128		C31		02° 44' 49.78"	101° 42' 53.19"	PCR 540/R/C/W/U	B752	APIS++
129		C33		02° 44' 48.23"	101° 42' 54.03"	PCR 540/R/C/W/U	B752	APIS++
130		C35		02° 44' 46.28"	101° 42' 54.94"	PCR 802/R/C/W/U	B744	APIS++
131		C37		02° 44' 44.00"	101° 42' 55.85"	PCR 802/R/C/W/U	A388	APIS++
132			C28	02° 44' 58.15"	101° 43' 00.05"	PCR 449/R/C/W/U	B38M	
133			C81	02° 44' 52.65"	101° 43' 04.10"	PCR 449/R/C/W/U	B38M	
134			C82	02° 44' 51.13"	101° 43' 02.50"	PCR 1179/R/C/W/U	B744	
135			C82L	02° 44' 51.09"	101° 43' 01.74"	PCR 1179/R/C/W/U	B38M	
136			C82R	02° 44' 51.83"	101° 43' 02.83"	PCR 1179/R/C/W/U	B83M	
137			C83	02° 44' 49.66"	101° 43' 00.33"	PCR 594/R/C/W/U	B744	
138	EAST CARGO SOUTH (ECS) 121.8MHZ		F8	02° 44' 03.53"	101° 42' 36.15"	PCR 562/R/C/W/U	B748	
139			F8L	02° 44' 03.86"	101° 42' 35.41"	PCR 465/R/C/W/U	A321	
140			F8R	02° 44' 02.71"	101° 42' 36.18"	PCR 465/R/C/W/U	A321	
141			F9	02° 44' 01.23"	101° 42' 37.69"	PCR 562/R/C/W/U	B748	
142			F9L	02° 44' 01.56"	101° 42' 36.95"	PCR 486/R/C/W/U	A321	
143			F9R	02° 44' 00.42"	101° 42' 37.72"	PCR 486/R/C/W/U	A321	
144			F10	02° 43' 58.94"	101° 42' 39.23"	PCR 562/R/C/W/U	B748	
145			F10L	02° 43' 59.27"	101° 42' 38.49"	PCR 486/R/C/W/U	A321	
146			F10R	02° 43' 58.12"	101° 42' 39.26"	PCR 486/R/C/W/U	A321	
147			F11	02° 43' 56.64"	101° 42' 40.77"	PCR 562/R/C/W/U	B748	
148			F11L	02° 43' 56.97"	101° 42' 40.03"	PCR 486/R/C/W/U	A321	
149			F11R	02° 43' 55.83"	101° 42' 40.80"	PCR 486/R/C/W/U	A321	

CHANGES : UPDATE SURFACE & STRENGTH

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
		CONTACT STAND	REMOTE	LAT (N)	LONG (E)		
150	EAST CARGO WEST (ECW) 123.25MHZ		F1	02° 44' 16.80"	101° 42' 50.96"	PCR 789/R/C/W/U	B748
151			F1L	02° 44' 17.55"	101° 42' 51.28"	PCR 328/R/C/W/U	B38M
152			F1R	02° 44' 16.78"	101° 42' 50.14"	PCR 328/R/C/W/U	B38M
153			F2	02° 44' 15.25"	101° 42' 48.68"	PCR 789/R/C/W/U	B748
154			F2L	02° 44' 16.00"	101° 42' 49.00"	PCR 540/R/C/W/U	B38M
155			F2R	02° 44' 15.23"	101° 42' 47.86"	PCR 328/R/C/W/U	B38M
156			F3	02° 44' 13.70"	101° 42' 46.40"	PCR 789/R/C/W/U	B748
157			F3L	02° 44' 14.45"	101° 42' 46.72"	PCR 328/R/C/W/U	B38M
158			F3R	02° 44' 13.68"	101° 42' 45.58"	PCR 328/R/C/W/U	B38M
159			F4	02° 44' 12.15"	101° 42' 44.11"	PCR 789/R/C/W/U	B748
160			F4L	02° 44' 12.91"	101° 42' 44.44"	PCR 328/R/C/W/U	B38M
161			F4R	02° 44' 12.13"	101° 42' 43.30"	PCR 417/R/C/W/U	B38M
162			F5	02° 44' 10.61"	101° 42' 41.83"	PCR 789/R/C/W/U	B748
163			F5L	02° 44' 11.36"	101° 42' 42.16"	PCR 328/R/C/W/U	B38M
164			F5R	02° 44' 10.59"	101° 42' 41.02"	PCR 328/R/C/W/U	B38M
165			F6	02° 44' 09.06"	101° 42' 39.55"	PCR 789/R/C/W/U	B748
166			F6L	02° 44' 09.81"	101° 42' 39.88"	PCR 328/R/C/W/U	B38M
167			F6R	02° 44' 09.04"	101° 42' 38.73"	PCR 328/R/C/W/U	B38M
168			F7	02° 44' 07.51"	101° 42' 37.27"	PCR 562/R/C/W/U	B748
169			F7L	02° 44' 08.27"	101° 42' 37.59"	PCR 328/R/C/W/U	B38M
170			F7R	02° 44' 07.49"	101° 42' 36.45"	PCR 465/R/C/W/U	B38M
171	EAST CARGO NORTH (ECN) 123.25MHZ		F21	02° 44' 21.09"	101° 42' 57.30"	PCR 562/R/C/W/U	B744
172			F21L	02° 44' 21.84"	101° 42' 57.62"	PCR 328/R/C/W/U	A321
173			F21R	02° 44' 21.07"	101° 42' 56.48"	PCR 328/R/C/W/U	A321
174			F22	02° 44' 22.64"	101° 42' 59.58"	PCR 562/R/C/W/U	B744
175			F22L	02° 44' 23.39"	101° 42' 59.90"	PCR 328/R/C/W/U	A321
176			F22R	02° 44' 22.62"	101° 42' 58.76"	PCR 328/R/C/W/U	A321
177			F23	02° 44' 24.18"	101° 43' 01.86"	PCR 562/R/C/W/U	B744
178			F23L	02° 44' 24.94"	101° 43' 02.18"	PCR 328/R/C/W/U	A321
179			F23R	02° 44' 24.16"	101° 43' 01.04"	PCR 328/R/C/W/U	A321
180			F24	02° 44' 26.69"	101° 43' 02.41"	PCR 768/R/C/W/U	B744
181			F24L	02° 44' 27.19"	101° 43' 02.90"	PCR 328/R/C/W/U	A321
182			F24R	02° 44' 26.42"	101° 43' 01.76"	PCR 328/R/C/W/U	A321
183			F25	02° 44' 27.42"	101° 43' 06.34"	PCR 562/R/C/W/U	B744
184			F25L	02° 44' 28.14"	101° 43' 06.69"	PCR 328/R/C/W/U	A321
185			F25R	02° 44' 27.36"	101° 43' 05.55"	PCR 328/R/C/W/U	A321

CHANGES : UPDATE SURFACE & STRENGTH

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
		CONTACT STAND	REMOTE	LAT (N)	LONG (E)		
186	EAST CARGO NORTH (ECN) 123.25MHZ		F26	02° 44' 28.97"	101° 43' 08.63"	PCR 421/R/C/W/U	B744
187			F26L	02° 44' 29.69"	101° 43' 08.97"	PCR 328/R/C/W/U	A321
188			F26R	02° 44' 28.91"	101° 43' 07.83"	PCR 328/R/C/W/U	A321
189			F27	02° 44' 30.60"	101° 43' 11.04"	PCR 329/R/C/W/U	A388
190			F27L	02° 44' 31.24"	101° 43' 11.25"	PCR 626/R/C/W/U	A321
191			F27R	02° 44' 30.46"	101° 43' 10.11"	PCR 626/R/C/W/U	B739
192	EAST CARGO EAST (ECE) 123.25MHZ		F28	02° 44' 29.96"	101° 43' 15.23"	PCR 562/R/C/W/U	B744
193			F28L	02° 44' 29.62"	101° 43' 15.95"	PCR 486/R/C/W/U	A321
194			F28R	02° 44' 30.76"	101° 43' 15.18"	PCR 626/R/C/W/U	A321
195			F29	02° 44' 27.67"	101° 43' 16.77"	PCR 562/R/C/W/U	B744
196			F29L	02° 44' 27.32"	101° 43' 17.48"	PCR 328/R/C/W/U	A321
197			F29R	02° 44' 28.47"	101° 43' 16.72"	PCR 328/R/C/W/U	A321
198			F30	02° 44' 25.37"	101° 43' 18.30"	PCR 562/R/C/W/U	B744
199			F30L	02° 44' 25.03"	101° 43' 19.02"	PCR 328/R/C/W/U	A321
200			F30R	02° 44' 26.17"	101° 43' 18.25"	PCR 465/R/C/W/U	A321
201			F31	02° 44' 23.08"	101° 43' 19.84"	PCR 562/R/C/W/U	B744
202			F31L	02° 44' 22.73"	101° 43' 20.56"	PCR 328/R/C/W/U	A321
203			F31R	02° 44' 23.88"	101° 43' 19.79"	PCR 328/R/C/W/U	A321
204			F32	02° 44' 20.79"	101° 43' 21.38"	PCR 802/R/C/W/U	B744
205			F32L	02° 44' 20.44"	101° 43' 22.10"	PCR 328/R/C/W/U	A321
206			F32R	02° 44' 21.59"	101° 43' 21.33"	PCR 465/R/C/W/U	A321
207			F33	02° 44' 18.49"	101° 43' 22.92"	PCR 562/R/C/W/U	B744
208			F33L	02° 44' 18.14"	101° 43' 23.64"	PCR 328/R/C/W/U	A321
209			F33R	02° 44' 19.29"	101° 43' 22.87"	PCR 465/R/C/W/U	A321
210			F34	02° 44' 16.20"	101° 43' 24.46"	PCR 562/R/C/W/U	B744
211			F34L	02° 44' 15.85"	101° 43' 25.18"	PCR 328/R/C/W/U	A321
212			F34R	02° 44' 17.00"	101° 43' 24.41"	PCR 449/R/C/W/U	A321
213	MAINTENANCE STAND ONLY						
214			M1	NOT APPLICABLE	NOT APPLICABLE	PCR 449/R/C/W/U	B744
215			M2	NOT APPLICABLE	NOT APPLICABLE	PCR 449/R/C/W/U	B744
216			M3	NOT APPLICABLE	NOT APPLICABLE	PCR 449/R/C/W/U	B744
217			M4	NOT APPLICABLE	NOT APPLICABLE	PCR 449/R/C/W/U	B744
218			M5	NOT APPLICABLE	NOT APPLICABLE	PCR 449/R/C/W/U	B744

CHANGES : UPDATE SURFACE & STRENGTH

AIRCRAFT PARKING / DOCKING CHART - ICAO

APRON ELEV
10 M

RWY 32L/14R	
TWR	118.500
GND	121.800
GND	122.525

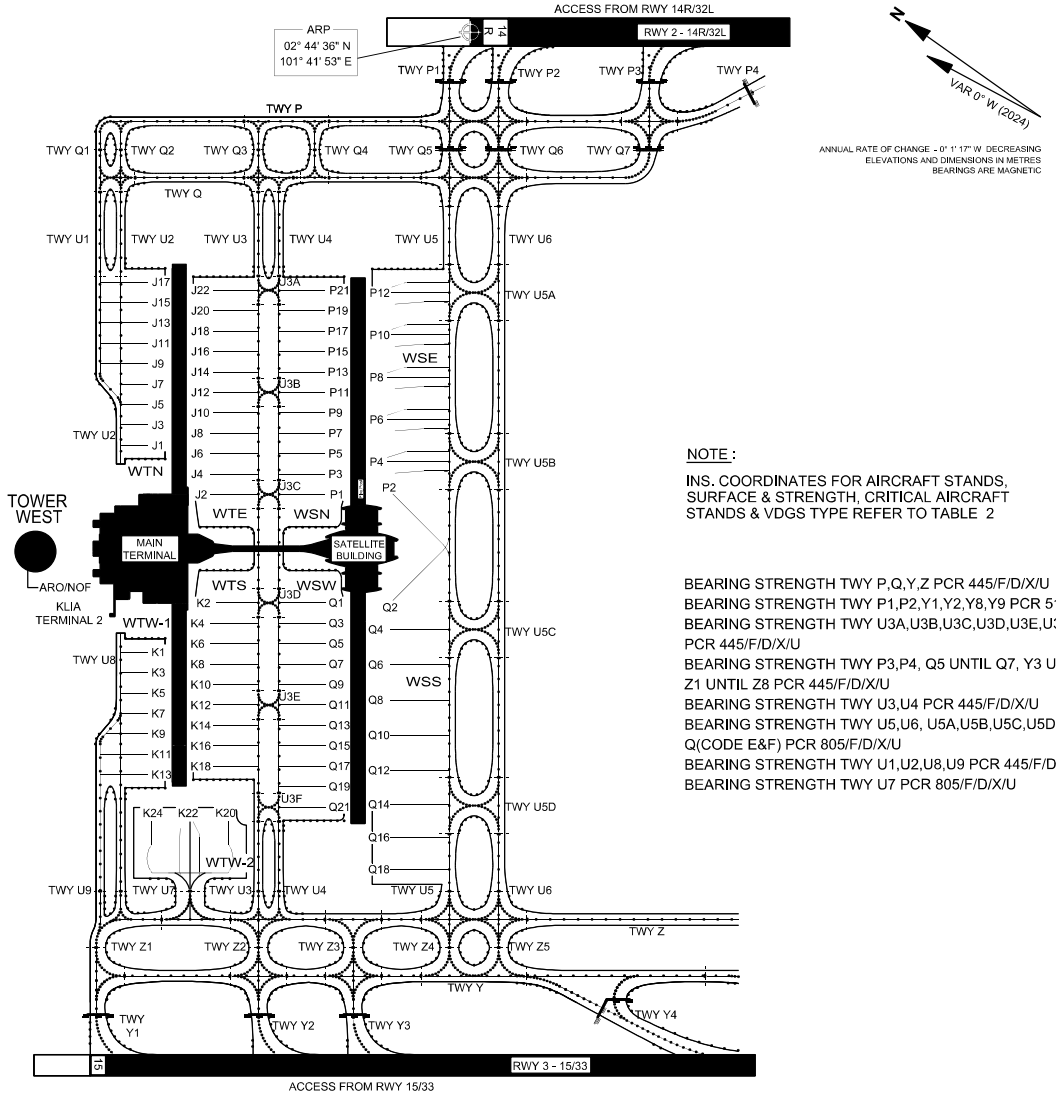
KLIA (TERMINAL 2)	
GND	121.725
GND	122.550
GND	130.750

RWY 33/15	
TWR	119.800
GND	118.050

ACD
126.0
128.15

SEPANG / KL INTERNATIONAL AIRPORT

TERMINAL 2



NOTE :

INS. COORDINATES FOR AIRCRAFT STANDS, SURFACE & STRENGTH, CRITICAL AIRCRAFT STANDS & VDGS TYPE REFER TO TABLE 2

BEARING STRENGTH TWY P,Q,Y,Z PCR 445/F/D/X/U
BEARING STRENGTH TWY P1,P2,Y1,Y2,Y8,Y9 PCR 518/R/C/W/U
BEARING STRENGTH TWY U3A,U3B,U3C,U3D,U3E,U3F, Q1 UNTIL Q4 PCR 445/F/D/X/U
BEARING STRENGTH TWY P3,P4, Q5 UNTIL Q7, Y3 UNTIL Y7, Z1 UNTIL Z8 PCR 445/F/D/X/U
BEARING STRENGTH TWY U3,U4 PCR 445/F/D/X/U
BEARING STRENGTH TWY U5,U6, U5A,U5B,U5C,U5D, P(CODE E&F), Q(CODE E&F) PCR 805/F/D/X/U
BEARING STRENGTH TWY U1,U2,U8,U9 PCR 445/F/D/X/U
BEARING STRENGTH TWY U7 PCR 805/F/D/X/U

TWY U3A UNTIL U3F, P & Q (CODE C), Q1 UNTIL Q4 18 M WIDE
TWY U6, U5A UNTIL U5D, P & Q (CODE E & F), P1 UNTIL P4, Q5, Q6, Q7, Y & Z 25 M WIDE
TWY Y1 & Y9 31 M WIDE
TWY Z1 33 M WIDE
TWY Y6 & Y7 34 M WIDE
TWY Y2 UNTIL Y5 & Y8 35 M WIDE
TWY Z2 UNTIL Z8 40 M WIDE
TWY U7 61 M WIDE

APN TWY U3 & U4 18 M WIDE
APN TWY U5 25 M WIDE

ACFT STAND TAXILANE U1, U2, U8 & U9 18 M WIDE

BEARING STRENGTH P1, P2, Y1, Y2, Y8 & Y9 PCR 518/R/C/W/U
BEARING STRENGTH TWY P & Q (CODE C) PCR 445/F/D/X/U
BEARING STRENGTH U3A UNTIL U3F, Q1 UNTIL Q4, U3, U4, U1, U2, U8, U9, Y, Z, P3, P4, Y3 UNTIL Y7, Q5, Q6, Q7, Z1 UNTIL Z8 PCR 445/F/D/X/U
BEARING STRENGTH TWY U6, P & Q (CODE E & F), U5A UNTIL U5D, U5 & U7 PCR 805/F/D/X/U

METRES
0 100 200 300 400 500 1000
0 1000 2000 3000
FEET

LEGEND	
AIRCRAFT STAND	P3
TAXIWAY LIGHTS	●
RUNWAY-HOLDING POSITION	▬▬
INTERMEDIATE HOLDING POSITION	- - - -

CHANGES : UPDATE INFORMATION ON TWY, APN TWY, ACFT STAND TAXILANE WIDTH,BEARING STRENGTH AND FIRE POST

AIRCRAFT PARKING/ DOCKING CHART - ICAO

APRON ELEV
10 M

SEPANG/ KL INTERNATIONAL AIRPORT TERMINAL 2

TABLE 2

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)			
1	WEST TERMINAL NORTH (WTN) 121.725MHZ	J1		02° 44' 37.93"	101° 41' 16.87"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
2		J3		02° 44' 38.72"	101° 41' 18.04"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
3		J5		02° 44' 39.51"	101° 41' 19.37"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
4		J7		02° 44' 40.30"	101° 41' 20.37"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
5		J9		02° 44' 41.09"	101° 41' 21.54"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
6		J11		02° 44' 41.89"	101° 41' 22.71"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
7		J13		02° 44' 42.71"	101° 41' 23.86"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
8		J15		02° 44'43.50"	101° 41' 25.03"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
9		J17		02° 44' 44.29"	101° 41' 26.20"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
10	WEST TERMINAL EAST (WTE) 122.55MHZ		J2	02° 44' 33.13"	101° 41' 16.00"	PCR 445/F/D/X/U	A21N	
11		J4		02° 44' 33.92"	101° 41' 17.17"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
12		J6		02° 44' 34.71"	101° 41' 18.34"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
13		J8		02° 44' 35.50"	101° 41' 19.51"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
14		J10		02° 44' 36.29"	101° 41' 20.68"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
15		J12		02° 44' 37.09"	101° 41' 21.84"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
16		J14		02° 44' 37.88"	101° 41' 23.01"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
17		J16		02° 44' 38.67"	101° 41' 24.18"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
18		J18		02° 44' 39.46"	101° 41' 25.35"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
19		J20		02° 44' 40.25"	101° 41' 26.51"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
20		J22		02° 44' 41.05"	101° 41' 27.68"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
21	WEST TERMINAL WEST - 1 (WTW - 1) 121.725MHZ	K1		02° 44' 29.92"	101° 41' 05.06"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
22		K3		02° 44' 29.12"	101° 41' 03.89"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
23		K5		02° 44' 28.33"	101° 41' 02.72"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
24		K7		02° 44' 27.54"	101° 41' 01.55"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
25		K9		02° 44' 26.75"	101° 41' 00.38"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
26		K11		02° 44' 25.96"	101° 40' 59.22"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
27		K13		02° 44' 25.17"	101° 40' 58.05"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
28	WEST TERMINAL WEST - 2 (WTW - 2) 121.725MHZ		K20	02° 44' 19.15"	101° 40' 58.39"	PCR 805/F/D/X/U	B744	
29		K22L		02° 44' 21.58"	101° 40' 55.97"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
30		K22		02° 44' 21.38"	101° 40' 56.90"	PCR 805/F/D/X/U	B744	RLG GIS206-2
31		K22R		02° 44' 21.42"	101° 40' 57.04"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
32			K24	02° 44' 23.60"	101° 40' 55.41"	PCR 445/F/D/X/U	B744	

CHANGE : TABLE FOR SURFACE & STRENGHT

AIRCRAFT PARKING/ DOCKING CHART - ICAO

APRON ELEV
10 M

SEPANG/ KL INTERNATIONAL AIRPORT TERMINAL 2

TABLE 2

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)			
33	WEST TERMINAL SOUTH (WTS) 122.55MHZ	K2		02° 44' 28.92"	101° 41' 09.80"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
34		K4		02° 44' 28.13"	101° 41' 08.64"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
35		K6		02° 44' 27.34"	101° 41' 07.47"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
36		K8		02° 44' 26.55"	101° 41' 06.30"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
37		K10		02° 44' 25.76"	101° 41' 05.13"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
38		K12		02° 44' 24.97"	101° 41' 03.96"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
39		K14		02° 44' 24.17"	101° 41' 02.80"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
40		K16		02° 44' 23.38"	101° 41' 01.63"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
41		K18		02° 44' 22.59"	101° 41' 00.46"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
42	WEST SATELLITE NORTH (WSN) 122.55MHZ	P1		02° 44' 25.74"	101° 41' 20.96"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
43		P3		02° 44' 26.53"	101° 41' 22.13"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
44		P5		02° 44' 27.32"	101° 41' 23.30"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
45		P7		02° 44' 28.11"	101° 41' 24.46"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
46		P9		02° 44' 28.90"	101° 41' 25.63"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
47		P11		02° 44' 29.70"	101° 41' 26.80"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
48		P13		02° 44' 30.49"	101° 41' 27.97"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
49		P15		02° 44' 31.28"	101° 41' 29.13"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
50		P17		02° 44' 32.07"	101° 41' 30.30"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
51		P19		02° 44' 32.86"	101° 41' 31.47"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
52		P21		02° 44' 33.66"	101° 41' 32.64"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
53	WEST SATELLITE EAST (WSE) 130.75MHZ		P2	02° 44' 22.31"	101° 41' 23.28"	PCR 805/F/D/X/U	B744	
54		P4L		02° 44' 22.90"	101° 41' 24.64"	PCR 445/F/D/X/U	A321	RLG GIS206-2
55		P4		02° 44' 24.07"	101° 41' 24.79"	PCR 805/F/D/X/U	B744	RLG GIS206-2
56		P4R		02° 44' 24.27"	101° 41' 24.88"	PCR 445/F/D/X/U	A321	RLG GIS206-2
57		P6L		02° 44' 24.54"	101° 41' 27.06"	PCR 445/F/D/X/U	A321	RLG GIS206-2
58		P6		02° 44' 25.70"	101° 41' 27.21"	PCR 805/F/D/X/U	B744	RLG GIS206-2
59		P6R		02° 44' 25.91"	101° 41' 27.29"	PCR 445/F/D/X/U	A321	RLG GIS206-2
60		P8L		02° 44' 26.18"	101° 41' 29.47"	PCR 651/F/D/X/U	A321	RLG GIS206-2
61		P8		02° 44' 27.34"	101° 41' 29.63"	PCR 805/F/D/X/U	B744	RLG GIS206-2
62		P8R		02° 44' 27.55"	101° 41' 29.71"	PCR 651/F/D/X/U	A321	RLG GIS206-2
63		P10L		02° 44' 27.82"	101° 41' 31.89"	PCR 651/F/D/X/U	A321	RLG GIS206-2
64		P10		02° 44' 28.98"	101° 41' 32.04"	PCR 805/F/D/X/U	B744	RLG GIS206-2
65		P10R		02° 44' 29.19"	101° 41' 32.13"	PCR 651/F/D/X/U	A321	RLG GIS206-2
66		P12L		02° 44' 29.46"	101° 41' 34.30"	PCR 651/F/D/X/U	A321	RLG GIS206-2
67		P12		02° 44' 26.73"	101° 41' 36.79"	PCR 805/F/D/X/U	B744	RLG GIS206-2
68		P12R		02° 44' 30.82"	101° 41' 34.54"	PCR 651/F/D/X/U	A321	RLG GIS206-2

CHANGE : TABLE FOR SURFACE & STRENGHT

AIRCRAFT PARKING/ DOCKING CHART - ICAO

APRON ELEV
10 M

SEPANG/ KL INTERNATIONAL AIRPORT TERMINAL 2

TABLE 2

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)			
69	WEST SATELLITE WEST (WSW) 122.55MHZ		Q1	02° 44' 21.53"	101° 41' 14.76"	PCR 445/F/D/X/U	A21N	
70		Q3		02° 44' 20.74"	101° 41' 13.59"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
71		Q5		02° 44' 19.95"	101° 41' 12.42"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
72		Q7		02° 44' 19.16"	101° 41' 11.25"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
73		Q9		02° 44' 18.37"	101° 41' 10.09"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
74		Q11		02° 44' 17.57"	101° 41' 08.92"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
75		Q13		02° 44' 16.78"	101° 41' 07.75"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
76		Q15		02° 44' 15.99"	101° 41' 06.59"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
77		Q17		02° 44' 15.20"	101° 41' 05.42"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
78		Q19		02° 44' 14.41"	101° 41' 04.25"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
79		Q21		02° 44' 13.62"	101° 41' 03.08"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
80	WEST SATELLITE SOUTH (WSS) 130.75MHZ		Q2	02° 44' 18.18"	101° 41' 17.18"	PCR 805/F/D/X/U	B744	
81		Q4		02° 44' 17.64"	101° 41' 15.14"	PCR 805/F/D/X/U	B744	RLG GIS206-2
82		Q6		02° 44' 16.28"	101° 41' 13.13"	PCR 805/F/D/X/U	B744	RLG GIS206-2
83		Q8		02° 44' 14.91"	101° 41' 11.11"	PCR 805/F/D/X/U	B744	RLG GIS206-2
84		Q10		02° 44' 13.55"	101° 41' 09.10"	PCR 805/F/D/X/U	B744	RLG GIS206-2
85		Q12		02° 44' 12.18"	101° 41' 07.08"	PCR 805/F/D/X/U	B744	RLG GIS206-2
86		Q14		02° 44' 10.86"	101° 41' 05.14"	PCR 805/F/D/X/U	B744	RLG GIS206-2
87			Q16	02° 44' 09.59"	101° 41' 03.25"	PCR 805/F/D/X/U	A333	
88			Q18	02° 44' 08.35"	101° 41' 01.43"	PCR 805/F/D/X/U	A333	

CHANGE : TABLE FOR SURFACE & STRENGHT

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV
EAST 21 M
WEST 10 M

RWY 14L/32R	
TWR	118.800
GND	121.650

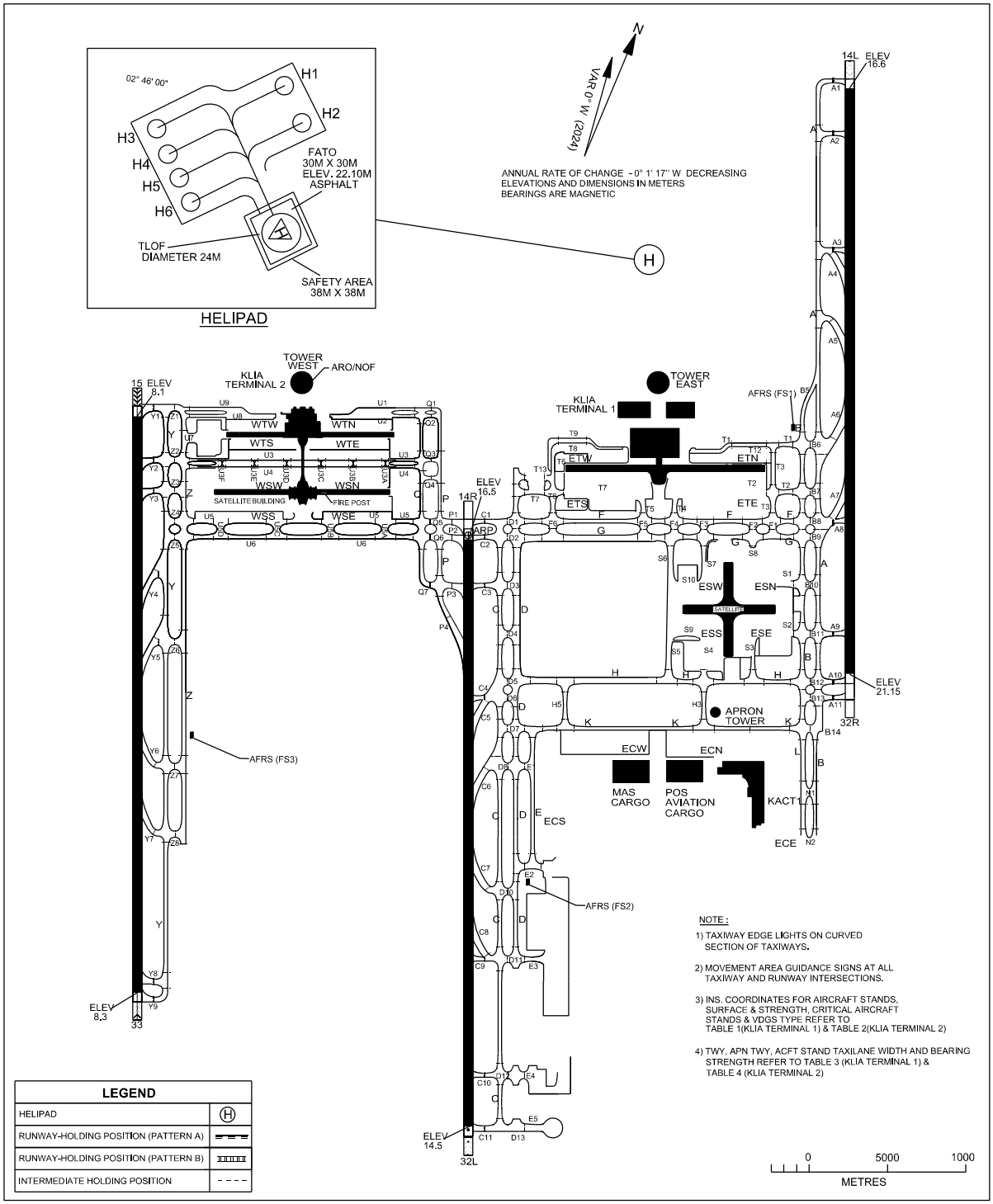
RWY 14R/32L	
TWR	118.500
GND	121.800
GND	122.525

RWY 15/33	
TWR	119.800
GND	118.050

GROUND
122.150
122.850
121.800
123.250

GROUND
121.725
122.550
130.750

SEPANG/ KL INTERNATIONAL AIRPORT



CHANGES : UPDATE FIRE POST

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV
21 M

SEPANG / KL INTERNATIONAL AIRPORT TERMINAL 1

TABLE 3

TAXIWAY WIDTH AND BEARING STRENGTH			
NO	TAXIWAY	WIDTH	BEARING STRENGTH
1	A	25	PCR 448/F/C/W/U
2	A1	26	PCR 448/F/C/W/U PCR 540/R/C/W/U
3	A2	26	PCR 448/F/C/W/U
4	A3	26	PCR 448/F/C/W/U
5	A4	43	PCR 448/F/C/W/U
6	A5	39	PCR 448/F/C/W/U
7	A6	42	PCR 448/F/C/W/U
8	A7	44	PCR 448/F/C/W/U
9	A8	29	PCR 448/F/C/W/U
10	A9	28	PCR 540/R/C/W/U
11	A10	28	PCR 540/R/C/W/U
12	A11	28	PCR 540/R/C/W/U
13	B	25	PCR 448/F/C/W/U
14	B5	25	PCR 448/F/C/W/U
15	B6	44	PCR 448/F/C/W/U
16	B7	44	PCR 448/F/C/W/U
17	B8	44	PCR 448/F/C/W/U
18	B9	44	PCR 448/F/C/W/U
19	B10	44	PCR 448/F/C/W/U
20	B11	44	PCR 448/F/C/W/U
21	B12	44	PCR 448/F/C/W/U
22	B13	44	PCR 448/F/C/W/U
23	B14	42	PCR 448/F/C/W/U
24	C	26	PCR 448/F/C/W/U
25	C1	27	PCR 448/F/C/W/U PCR 540/R/C/W/U
26	C2	28	PCR 448/F/C/W/U PCR 540/R/C/W/U
27	C3	28	PCR 448/F/C/W/U
28	C4	28	PCR 448/F/C/W/U
29	C5	42	PCR 448/F/C/W/U
30	C6	41	PCR 448/F/C/W/U
31	C7	36	PCR 448/F/C/W/U
32	C8	36	PCR 448/F/C/W/U
33	C9	25	PCR 448/F/C/W/U
34	C10	26	PCR 448/F/C/W/U
35	C11	26	PCR 448/F/C/W/U

CHANGES : TABLE FOR BEARING STRENGTH

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV
21 M

SEPANG / KL INTERNATIONAL AIRPORT TERMINAL 1

TABLE 3

TAXIWAY WIDTH AND BEARING STRENGTH			
NO	TAXIWAY	WIDTH	BEARING STRENGTH
36	D	25	PCR 448/F/C/W/U
	TAXIWAY INTERSECTION	WIDTH	BEARING STRENGTH
37	D1	42	PCR 448/F/C/W/U
38	D2	43	PCR 448/F/C/W/U
39	D3	43	PCR 448/F/C/W/U
40	D4	43	PCR 448/F/C/W/U
41	D5	43	PCR 448/F/C/W/U
42	D6	43	PCR 448/F/C/W/U
43	D7	43	PCR 448/F/C/W/U
44	D8	43	PCR 448/F/C/W/U
45	D10	43	PCR 448/F/C/W/U
46	D11	43	PCR 448/F/C/W/U
47	D12	43	PCR 448/F/C/W/U
48	D13	32	PCR 448/F/C/W/U
	APN TAXIWAY	WIDTH	BEARING STRENGTH
49	E	24	PCR 448/F/C/W/U PCR 540/R/C/W/U
	TAXIWAY INTERSECTION	WIDTH	BEARING STRENGTH
50	E1	39	PCR 448/F/C/W/U PCR 540/R/C/W/U
51	E2	39	PCR 448/F/C/W/U PCR 540/R/C/W/U
52	E3	28	PCR 448/F/C/W/U PCR 540/R/C/W/U
53	E4	39	PCR 427/F/C/W/U PCR 518/R/C/W/U
54	E5	24	PCR 427/F/C/W/U PCR 518/R/C/W/U
	TAXIWAY	WIDTH	BEARING STRENGTH
55	F	25	PCR 448/F/C/W/U
	TAXIWAY INTERSECTION	WIDTH	BEARING STRENGTH
56	F1	42	PCR 448/F/C/W/U
57	F2	42	PCR 448/F/C/W/U
58	F3	42	PCR 448/F/C/W/U
59	F4	42	PCR 448/F/C/W/U
60	F5	42	PCR 448/F/C/W/U
61	F6	42	PCR 448/F/C/W/U

CHANGES : TABLE FOR BEARING STRENGTH

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV
21 M

SEPANG / KL INTERNATIONAL AIRPORT TERMINAL 1

TABLE 3

TAXIWAY WIDTH AND BEARING STRENGTH			
NO	APN TAXIWAY	WIDTH	BEARING STRENGTH
62	G	29	PCR 448/F/C/W/U
63	H	25	PCR 448/F/C/W/U
	TAXIWAY	WIDTH	BEARING STRENGTH
64	H3	25	PCR 448/F/C/W/U
65	H5	25	PCR 448/F/C/W/U
	APN TAXIWAY	WIDTH	BEARING STRENGTH
66	K	25	PCR 540/R/C/W/U PCR 448/F/C/W/U
67	L	24	PCR 540/R/C/W/U PCR 448/F/C/W/U
68	M	25	PCR 540/R/C/W/U
	TAXIWAY	WIDTH	BEARING STRENGTH
69	N1	50	PCR 448/F/C/W/U
70	N2	35	PCR 448/F/C/W/U
	APN TAXIWAY	WIDTH	BEARING STRENGTH
71	S1	24.8	PCR 448/F/C/W/U PCR 540/R/C/W/U
72	S2	34	PCR 448/F/C/W/U PCR 540/R/C/W/U
73	S3	23	PCR 448/F/C/W/U PCR 540/R/C/W/U
74	S4	35.8	PCR 448/F/C/W/U PCR 540/R/C/W/U
75	S5	23	PCR 448/F/C/W/U
76	S6	24	PCR 448/F/C/W/U
77	S7	23	PCR 448/F/C/W/U PCR 540/R/C/W/U
78	S8	44.5	PCR 448/F/C/W/U PCR 540/R/C/W/U
79	S9	26	PCR 540/R/C/W/U
80	S10	42.5	PCR 540/R/C/W/U
81	T2	23	PCR 448/F/C/W/U PCR 540/R/C/W/U
82	T3	29	PCR 448/F/C/W/U
83	T4	32	PCR 448/F/C/W/U PCR 540/R/C/W/U
84	T5	30	PCR 448/F/C/W/U PCR 540/R/C/W/U
85	T6	24	PCR 448/F/C/W/U
86	T7	23	PCR 448/F/C/W/U PCR 540/R/C/W/U
87	T13	26	PCR 540/R/C/W/U

CHANGES : TABLE FOR BEARING STRENGTH

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV
21 M

SEPANG / KL INTERNATIONAL AIRPORT TERMINAL 1

TABLE 3

TAXIWAY WIDTH AND BEARING STRENGTH			
NO	ACFT STAND TAXILANE	WIDTH	BEARING STRENGTH
88	T1	18	PCR 448/F/C/W/U PCR 540/R/C/W/U
89	T8	18	PCR 448/F/C/W/U PCR 540/R/C/W/U
90	T9	18	PCR 448/F/C/W/U PCR 540/R/C/W/U
91	T12	18	PCR 540/R/C/W/U

CHANGES : TABLE FOR BEARING STRENGTH

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV
10 M

SEPANG / KL INTERNATIONAL AIRPORT TERMINAL 2

TABLE 4

TAXIWAY WIDTH AND BEARING STRENGTH			
NO	TAXIWAY	WIDTH	BEARING STRENGTH
92	U6	25	PCR 805/F/D/X/U
	APN TAXIWAY	WIDTH	BEARING STRENGTH
93	U3	18	PCR 445/F/D/X/U
94	U4	18	PCR 445/F/D/X/U
95	U5	25	PCR 805/F/D/X/U
	ACFT STAND TAXILANE	WIDTH	BEARING STRENGTH
96	U1	18	PCR 445/F/D/X/U
97	U2	18	PCR 445/F/D/X/U
98	U7	61	PCR 805/F/D/X/U
99	U8	18	PCR 445/F/D/X/U
100	U9	18	PCR 445/F/D/X/U
	TAXIWAY	WIDTH	BEARING STRENGTH
101	U3A	18	PCR 445/F/D/X/U
102	U3B	18	PCR 445/F/D/X/U
103	U3C	18	PCR 445/F/D/X/U
104	U3D	18	PCR 445/F/D/X/U
105	U3E	18	PCR 445/F/D/X/U
106	U3F	18	PCR 445/F/D/X/U
107	U5A	25	PCR 805/F/D/X/U
108	U5B	25	PCR 805/F/D/X/U
109	U5C	25	PCR 805/F/D/X/U
110	U5D	25	PCR 805/F/D/X/U
111	P (CODE C)	18	PCR 445/F/D/X/U
111	P (CODE E & F)	25	PCR 805/F/D/X/U
113	P1	25	PCR 518/R/C/W/U
114	P2	25	PCR 518/R/C/W/U
115	P3	25	PCR 445/F/D/X/U
116	P4	25	PCR 445/F/D/X/U
117	Q (CODE C)	18	PCR 445/F/D/X/U
118	Q (CODE E & F)	25	PCR 805/F/D/X/U

CHANGES : TABLE FOR BEARING STRENGTH

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV
10 M

SEPANG / KL INTERNATIONAL AIRPORT TERMINAL 2

TABLE 4

TAXIWAY WIDTH AND BEARING STRENGTH			
NO	TAXIWAY	WIDTH	BEARING STRENGTH
119	Q1	18	PCR 445/F/D/X/U
120	Q2	18	PCR 445/F/D/X/U
121	Q3	18	PCR 445/F/D/X/U
122	Q4	18	PCR 445/F/D/X/U
123	Q5	25	PCR 445/F/D/X/U
124	Q6	25	PCR 445/F/D/X/U
125	Q7	25	PCR 445/F/D/X/U
126	Y	25	PCR 445/F/D/X/U
127	Y1	31	PCR 518/R/C/W/U
128	Y2	35	PCR 518/R/C/W/U
129	Y3	35	PCR 445/F/D/X/U
130	Y4	35	PCR 445/F/D/X/U
131	Y5	35	PCR 445/F/D/X/U
132	Y6	34	PCR 445/F/D/X/U
133	Y7	34	PCR 445/F/D/X/U
134	Y8	35	PCR 518/R/C/W/U
135	Y9	31	PCR 518/R/C/W/U
136	Z	25	PCR 445/F/D/X/U
137	Z1	33	PCR 445/F/D/X/U
138	Z2	40	PCR 445/F/D/X/U
139	Z3	40	PCR 445/F/D/X/U
140	Z4	40	PCR 445/F/D/X/U
141	Z5	40	PCR 445/F/D/X/U
142	Z6	40	PCR 445/F/D/X/U
143	Z7	40	PCR 445/F/D/X/U
144	Z8	40	PCR 445/F/D/X/U

CHANGES : TABLE FOR BEARING STRENGTH

TAXI ROUTES

1 Standard Taxi Routes.

1.1 The Standard Taxi Routes are described in charts AD 2-WMKK-2-23 to AD 2-WMKK-2-84.

1.2 Progressive taxi instructions may be issued:

a) if a pilot is uncertain. ATC will use progressive taxi guidance by dictating the route to the pilot;
b) when a portion of the published taxi route is not available;
c) to resolve ground traffic conflict;
d) when ATC is able to provide a shorter route for the inbound/outbound aircraft.

1.3 Arriving aircraft, after landing and clearing the runway, will normally be transferred to Surface Movement Control (SMC), who will specify the taxi route to be taken and the aircraft stand allocation.

2 Taxi Routes and Restrictions

2.1 KLIA Terminal 1 Operations

2.1.1 Aircraft holding at all Runway Holding Points are to ensure that the aircraft nose shall be exactly over the Runway Holding Point to ensure adequate clearance with other aircraft taxiing behind.

2.1.2 Code E aircraft (maximum overall length 71 M) holding at Runway Holding Position (RHP), except RHP A4-A7 and C5-C8, is clear of Code C aircraft (maximum of wingspan 36 M) taxiing behind.

2.1.3 Code C aircraft (maximum overall length 45 M) holding at RHP, except RHP A4-A7 and C5-C8 is clear of Code F aircraft (maximum wingspan of 80 M) taxiing behind.

2.1.4 Code C aircraft (maximum wingspan 36 M) is clear to taxi behind Code E and F when aircraft holding at RHP A2 to A11 or RHP C1 to C10 EXCEPT RHP A4 to A7 and RHP C5 to C8.

2.1.5 Only aircraft code D and below is permitted to taxi on own power from Intersection D12 to SAE Hangar and vice versa.

2.1.6 Code E aircraft taxiing to SAE Hangar shall stop at Intersection D12 and to be towed to SAE Hangar.

2.1.7 Code E aircraft shall be towed from SAE Hangar to Intersection D12 before start-up for taxiing on own power.

2.2 KLIA Terminal 2 Operations

2.2.1 Separation at RHP Y1 to Y8 and RHP P1 to P3:

a) When Code C aircraft (maximum length of 45.5 M) holding at RHP P1 to P3 or RHP Y1 to Y8, only CODE C aircraft (maximum wingspan of 36 M) is clear to taxi behind.

b) Aircraft Code D, E and F shall hold at Intermediate Holding Position (IHP) until aircraft at RHP is cleared.

2.2.2 Code C aircraft is clear to taxi behind Code C aircraft holding at RHP P1 to P3 or RHP Y1 to Y8.

2.2.3 Code C aircraft DO NOT HAVE clearance to taxi behind Code D, E and F aircraft holding at RHP P1 to P3 or RHP Y1 to Y8.

2.2.4 Code D, E and F aircraft DO NOT HAVE clearance to taxi behind Code C aircraft holding at RHP P1 to P3 or RHP Y1 to Y8.

2.2.5 When there is aircraft holding at Taxiway (TWY) Q5, Q6 and Q7, other aircraft DO NOT HAVE sufficient clearance to taxi on TWY Q or P.

2.2.6 Aircraft Code D, E and F are not allowed to operate on:

a) TWY U1, U2 and U4 including the connecting TWY from U3A, U3B, U3C, U3D, U3E, U3F, U8 and U9.

b) TWY from Q1, Q2, Q3 and Q4.

c) Portion of TWY P and Q north of P1 and Q5.

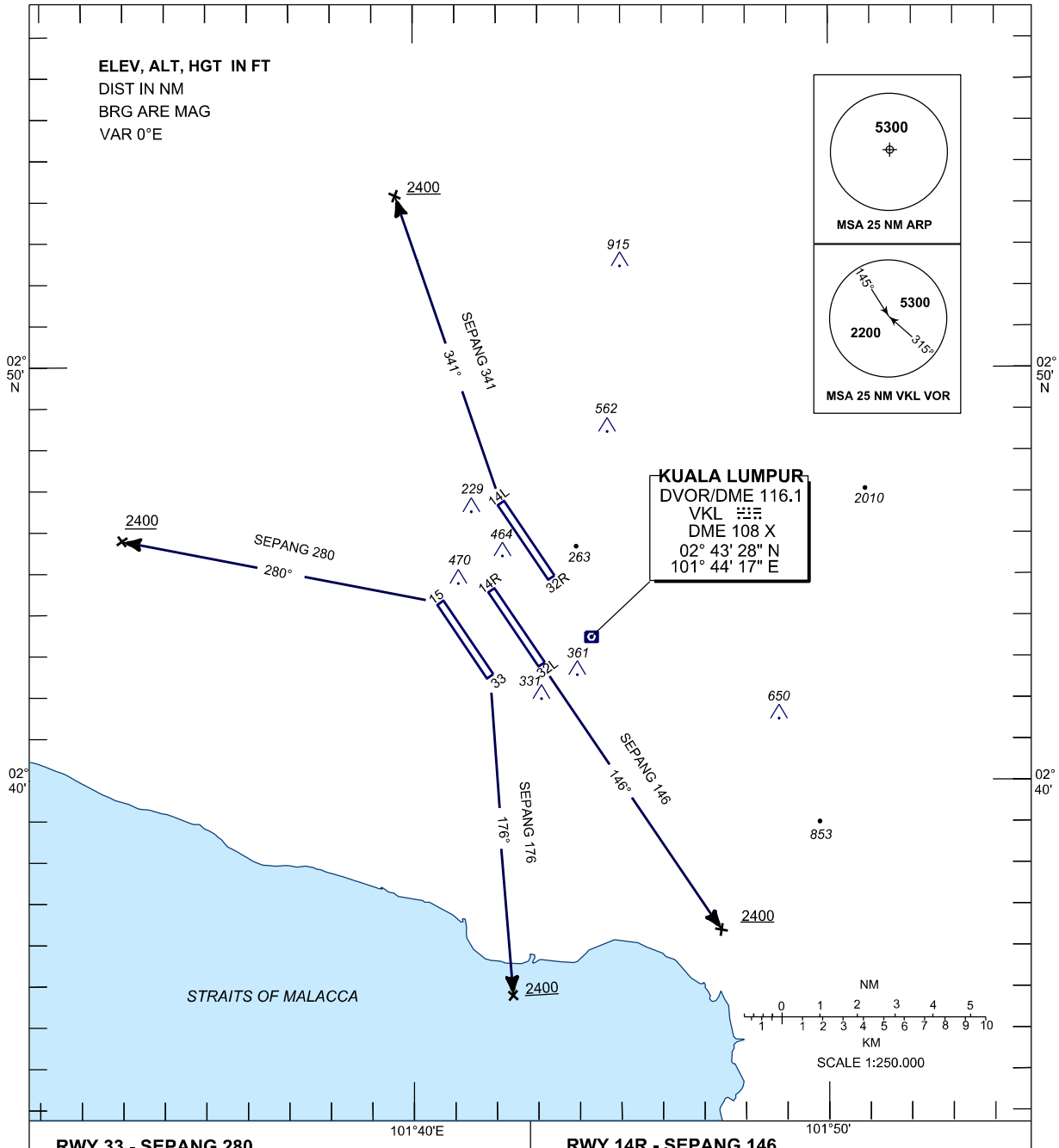
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO

TRANSITION ALT
11000 ft

APP	135.250
TWR	118.800, 118.500 119.800
GND	121.650, 121.800 122.525, 118.050
D-ATIS ID-WMKK	126.450

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)

RADAR DEPARTURES



RWY 33 - SEPANG 280

AFTER TAKE - OFF TURN LEFT TR 280° UNTIL PASSING 2400FT, THEN FOLLOW THE ASSIGNED HEADING.

RWY 32R - SEPANG 341

AFTER TAKE - OFF PROCEED ON TR 341° UNTIL PASSING 2400FT, THEN FOLLOW THE ASSIGNED HEADING.

RWY 14R - SEPANG 146

AFTER TAKE - OFF PROCEED ON TR 146° UNTIL PASSING 2400FT, THEN FOLLOW THE ASSIGNED HEADING.

RWY 15 - SEPANG 176

AFTER TAKE - OFF TURN RIGHT ON TR 176° UNTIL PASSING 2400FT, THEN FOLLOW THE ASSIGNED HEADING.

REMARKS: A) MINIMUM CLIMB GRADIENT 5% (304 FT/NM) UNTIL LEAVING 2400FT, FOR ATC PURPOSES.

B) TURN BEFORE DER IS NOT ALLOWED.

CHANGES: FREQUENCY ATIS TO D-ATIS ID-WMKK.

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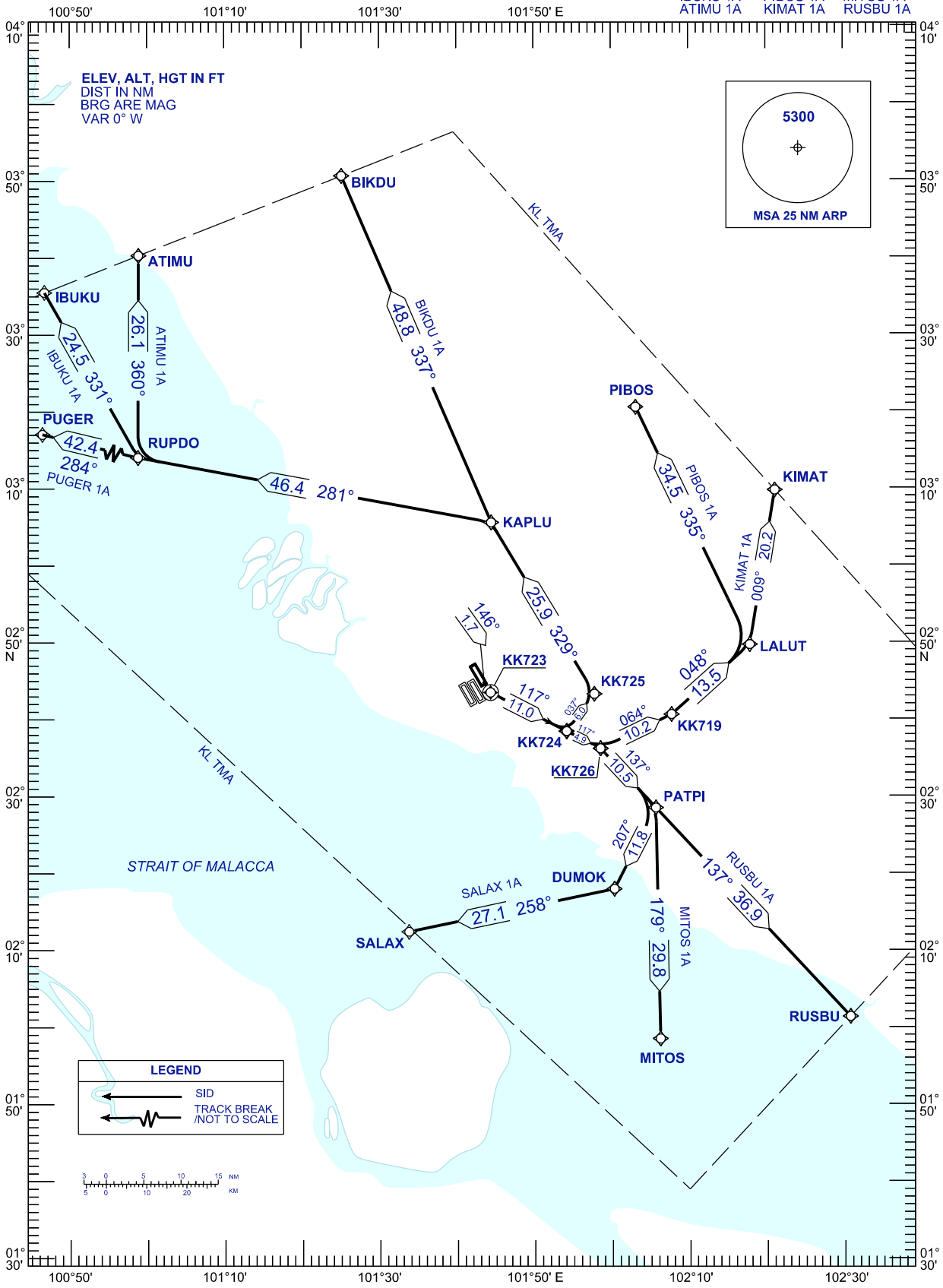
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO

TRANSITION ALT 11000 ft

APP	121.250 124.200 118.650 125.850 135.750	TWR	118.800
		GND	121.650
		D-ATIS ID-WMKK	126.450

SEPANG/KL INTERNATIONAL AIRPORT (WMKK) RNAV (GNSS) RWY 14L

PUGER 1A BIKDU 1A SALAX 1A
IBUKU 1A PIBOS 1A MITOS 1A
ATIMU 1A KIMAT 1A RUSBU 1A



CHANGES: FREQUENCY ATIS TO D-ATIS ID-WMKK.

STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000 FT

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)
RNAV (GNSS) RWY 14L

PUGER 1A BIKDU 1A SALAX 1A
IBUKU 1A PIBOS 1A MITOS 1A
ATIMU 1A KIMAT 1A RUSBU 1A

TABULAR DESCRIPTION

RUSBU ONE ALPHA DEPARTURE (RUSBU 1A)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CF	KK723	Y	146	-	1.7	-	-	-	RNP 1
TF	KK724	-	117	-	11.0	-	-	-	RNP 1
TF	KK726	-	117	-	4.9	-	-	-	RNP 1
TF	PATPI	-	137	-	10.5	R	-	-	RNP 1
TF	RUSBU	-	137	-	36.9	-	-	-	RNP 1

MITOS ONE ALPHA DEPARTURE (MITOS 1A)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CF	KK723	Y	146	-	1.7	-	-	-	RNP 1
TF	KK724	-	117	-	11.0	-	-	-	RNP 1
TF	KK726	-	117	-	4.9	-	-	-	RNP 1
TF	PATPI	-	137	-	10.5	R	-	-	RNP 1
TF	MITOS	-	179	-	29.8	R	-	-	RNP 1

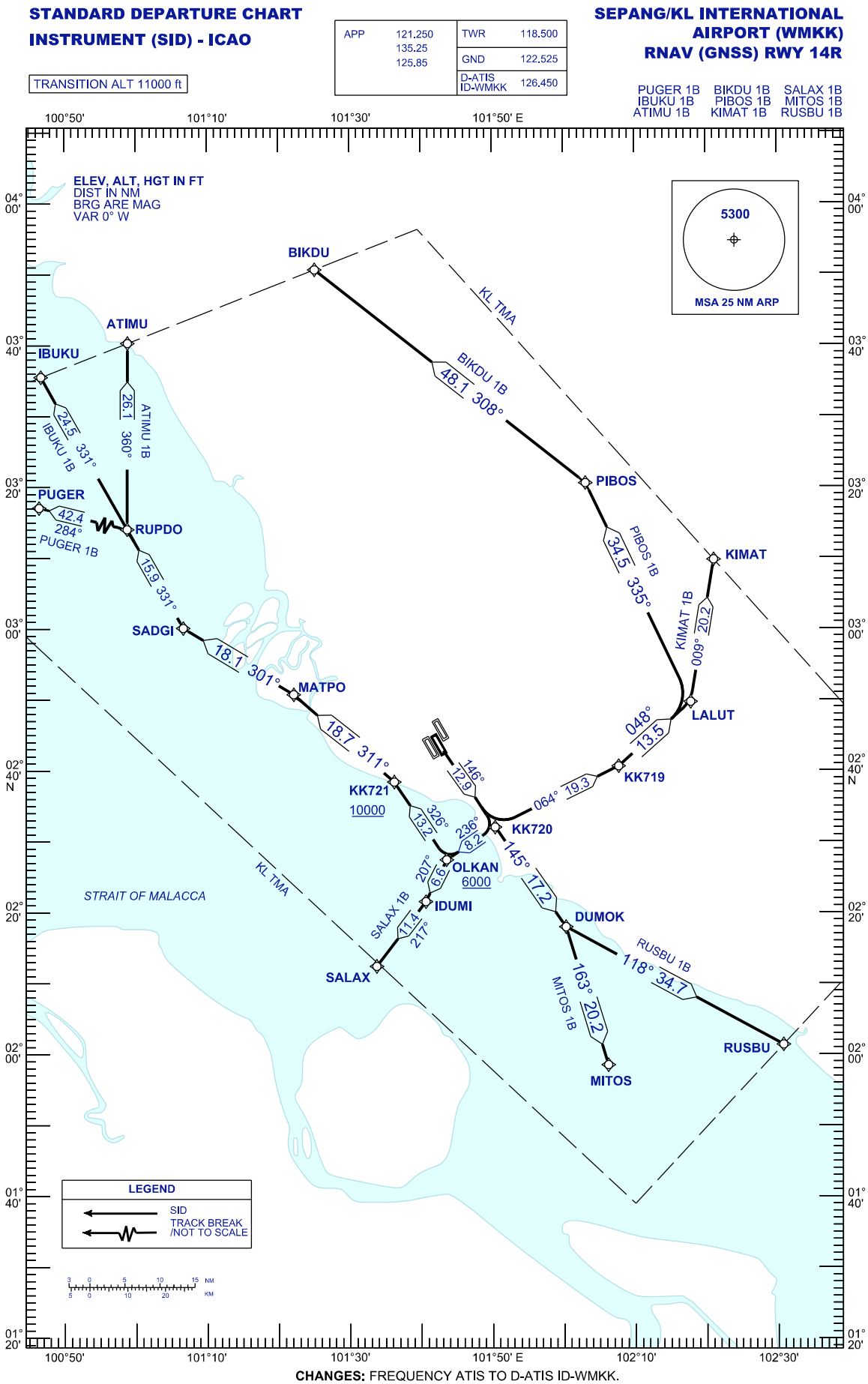
SALAX ONE ALPHA DEPARTURE (SALAX 1A)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CF	KK723	Y	146	-	1.7	-	-	-	RNP 1
TF	KK724	-	117	-	11.0	-	-	-	RNP 1
TF	KK726	-	117	-	4.9	-	-	-	RNP 1
TF	PATPI	-	137	-	10.5	R	-	-	RNP 1
TF	DUMOX	-	207	-	11.8	R	-	-	RNP 1
TF	SALAX	-	258	-	27.1	R	-	-	RNP 1

PUGER ONE ALPHA DEPARTURE (PUGER 1A)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CF	KK723	Y	146	-	1.7	-	-	-	RNP 1
TF	KK724	-	117	-	11.0	-	-	-	RNP 1
TF	KK725	-	037	-	6.0	L	-	-	RNP 1
TF	KAPLU	-	329	-	25.9	L	-	-	RNP 1
TF	RUPDO	-	281	-	46.4	L	-	-	RNP 1
TF	PUGER	-	284	-	42.4	-	-	-	RNP 1

CHANGES: CHANGE DISTANCE FROM RUPDO TO PUGER.



CHANGES: FREQUENCY ATIS TO D-ATIS ID-WMKK.

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000 FT

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)
RNAV (GNSS) RWY 14R

PUGER 1B BIKDU 1B SALAX 1B
IBUKU 1B PIBOS 1B MITOS 1B
ATIMU 1B KIMAT 1B RUSBU 1B

TABULAR DESCRIPTION

RUSBU ONE BRAVO DEPARTURE (RUSBU 1B)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CF	KK720	-	146	-	12.9	-	-	-	RNP 1
TF	DUMOK	-	145	-	17.2	-	-	-	RNP 1
TF	RUSBU	-	118	-	34.7	L	-	-	RNP 1

MITOS ONE BRAVO DEPARTURE (MITOS 1B)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CF	KK720	-	146	-	12.9	-	-	-	RNP 1
TF	DUMOK	-	145	-	17.2	-	-	-	RNP 1
TF	MITOS	-	163	-	20.2	R	-	-	RNP 1

SALAX ONE BRAVO DEPARTURE (SALAX 1B)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CF	KK720	-	146	-	12.9	-	-	-	RNP 1
TF	OLKAN	-	236	-	8.2	R	+6000	-	RNP 1
TF	IDUMI	-	207	-	6.6	L	-	-	RNP 1
TF	SALAX	-	217	-	11.4	R	-	-	RNP 1

PUGER ONE BRAVO DEPARTURE (PUGER 1B)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CF	KK720	-	146	-	12.9	-	-	-	RNP 1
TF	OLKAN	-	236	-	8.2	R	+6000	-	RNP 1
TF	KK721	-	326	-	13.2	R	+10000	-	RNP 1
TF	MATPO	-	311	-	18.7	L	-	-	RNP 1
TF	SADGI	-	301	-	18.1	L	-	-	RNP 1
TF	RUPDO	-	331	-	15.9	R	-	-	RNP 1
TF	PUGER	-	284	-	42.4	L	-	-	RNP 1

CHANGES: CHANGE DISTANCE FOR PIBOS,
CHANGE TURN DIRECTION FOR SALAX.

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000 FT

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)
RNAV (GNSS) RWY 14R

PUGER 1B BIKDU 1B SALAX 1B
IBUKU 1B PIBOS 1B MITOS 1B
ATIMU 1B KIMAT 1B RUSBU 1B

IBUKU ONE BRAVO DEPARTURE (IBUKU 1B)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CF	KK720	-	146	-	12.9	-	-	-	RNP 1
TF	OLKAN	-	236	-	8.2	R	+6000	-	RNP 1
TF	KK721	-	326	-	13.2	R	+10000	-	RNP 1
TF	MATPO	-	311	-	18.7	L	-	-	RNP 1
TF	SADGI	-	301	-	18.1	L	-	-	RNP 1
TF	RUPDO	-	331	-	15.9	R	-	-	RNP 1
TF	IBUKU	-	331	-	24.5	-	-	-	RNP 1

ATIMU ONE BRAVO DEPARTURE (ATIMU 1B)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CF	KK720	-	146	-	12.9	-	-	-	RNP 1
TF	OLKAN	-	236	-	8.2	R	+6000	-	RNP 1
TF	KK721	-	326	-	13.2	R	+10000	-	RNP 1
TF	MATPO	-	311	-	18.7	L	-	-	RNP 1
TF	SADGI	-	301	-	18.1	L	-	-	RNP 1
TF	RUPDO	-	331	-	15.9	R	-	-	RNP 1
TF	ATIMU	-	360	-	26.1	R	-	-	RNP 1

BIKDU ONE BRAVO DEPARTURE (BIKDU 1B)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CF	KK720	-	146	-	12.9	-	-	-	RNP 1
TF	KK719	-	064	-	19.3	L	-	-	RNP 1
TF	LALUT	-	048	-	13.5	L	-	-	RNP 1
TF	PIBOS	-	335	-	34.5	L	-	-	RNP 1
TF	BIKDU	-	308	-	48.1	L	-	-	RNP 1

KIMAT ONE BRAVO DEPARTURE (KIMAT 1B)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CF	KK720	-	146	-	12.9	-	-	-	RNP 1
TF	KK719	-	064	-	19.3	L	-	-	RNP 1
TF	LALUT	-	048	-	13.5	L	-	-	RNP 1
TF	KIMAT	-	009	-	20.2	L	-	-	RNP 1

CHANGES: CHANGE DISTANCE FOR PIBOS & BIKDU

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000 FT

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)
RNAV (GNSS) RWY 14R

PUGER 1B BIKDU 1B SALAX 1B
IBUKU 1B PIBOS 1B MITOS 1B
ATIMU 1B KIMAT 1B RUSBU 1B

PIBOS ONE BRAVO DEPARTURE (PIBOS 1B)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CF	KK720	-	146	-	12.9	-	-	-	RNP 1
TF	KK719	-	064	-	19.3	L	-	-	RNP 1
TF	LALUT	-	048	-	13.5	L	-	-	RNP 1
TF	PIBOS	-	335	-	34.5	L	-	-	RNP 1

WAYPOINT LIST

WAYPOINT IDENTIFIER	LATITUDE/LONGITUDE (WGS84)
ATIMU	03°40'17.56" N 100°58'52.25" E
BIKDU	03°50'37.38" N 101°25'07.73" E
DUMOK	02°17'57.12" N 102°00'15.12" E
IDUMI	02°21'30.70" N 101°40'36.19" E
ISTAN	03°00'55.08" N 102°28'53.04" E
KIMAT	03°09'43.92" N 102°21'02.16" E
LALUT	02°49'40.65" N 102°17'46.14" E
MATPO	02°50'42.98" N 101°22'07.24" E
MITOS	01°58'30.00" N 102°06'10.08" E
OLKAN	02°27'24.44" N 101°43'31.46" E
PIBOS	03°21'06.12" N 102°03'15.84" E
PUGER	03°23'59.00" N 100°17'31.00" E
RUPDO	03°14'01.81" N 100°58'47.14" E
RUSBU	02°01'22.72" N 102°30'42.11" E
SALAX	02°12'24.12" N 101°33'47.88" E
SADGI	03°00'05.37" N 101°06'38.01" E
KK719	02°40'37.14" N 102°07'39.56" E
KK720	02°32'01.02" N 101°50'19.20" E
KK721	02°38'22.83" N 101°36'11.71" E

CHANGES: CHANGE DISTANCE FOR PIBOS,
CHANGE COORDINATE FOR PUGER & KK719

STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO

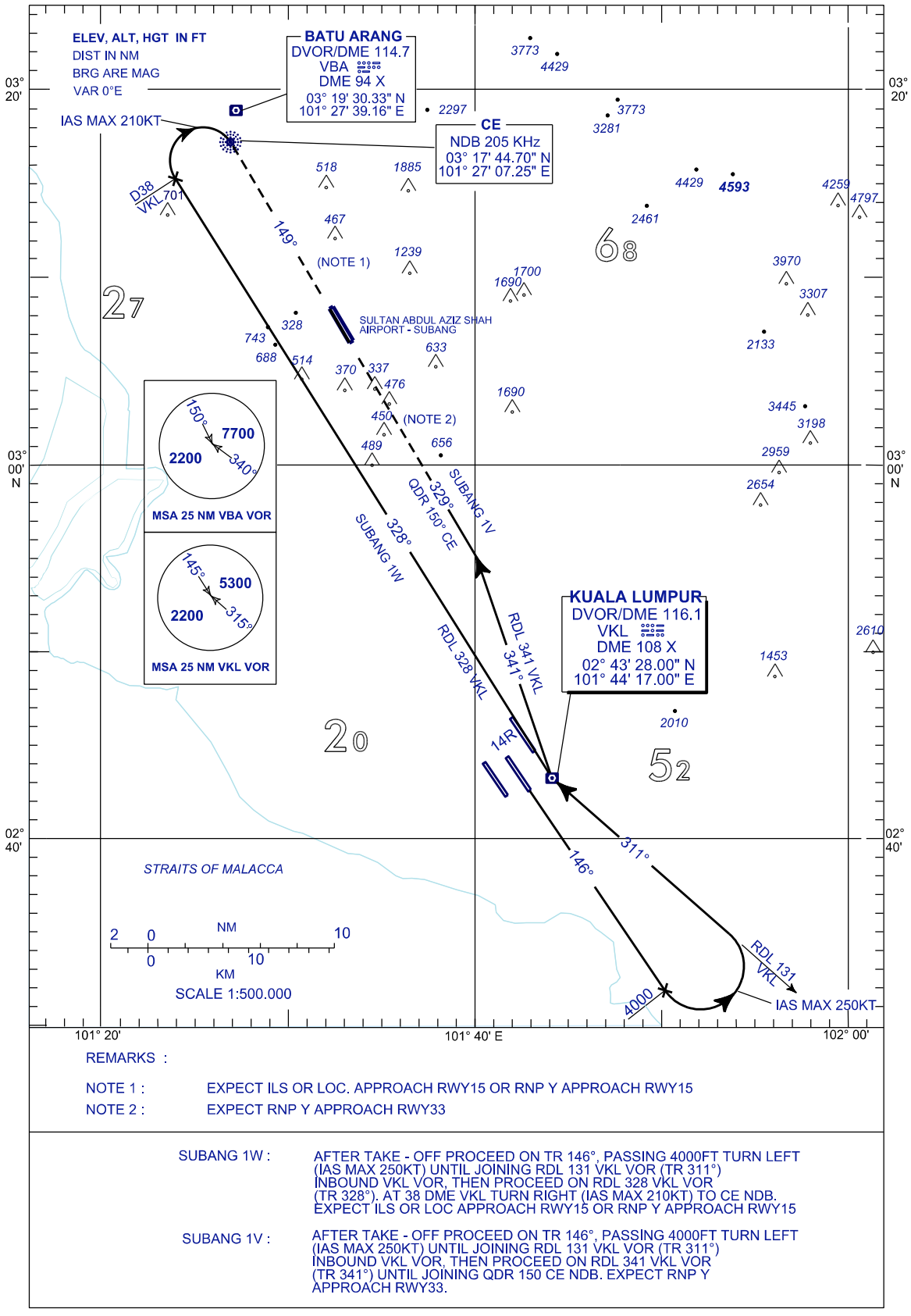
TRANSITION ALT 11000 ft

APP	135.250, 121.250 125.850
TWR	118.500
GND	121.800, 122.525
D-ATIS	126.450
ID-WMKK	

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)

RWY 14R

DEPARTURES FOR SAAS SUBANG



REMARKS :

NOTE 1 : EXPECT ILS OR LOC. APPROACH RWY15 OR RNP Y APPROACH RWY15

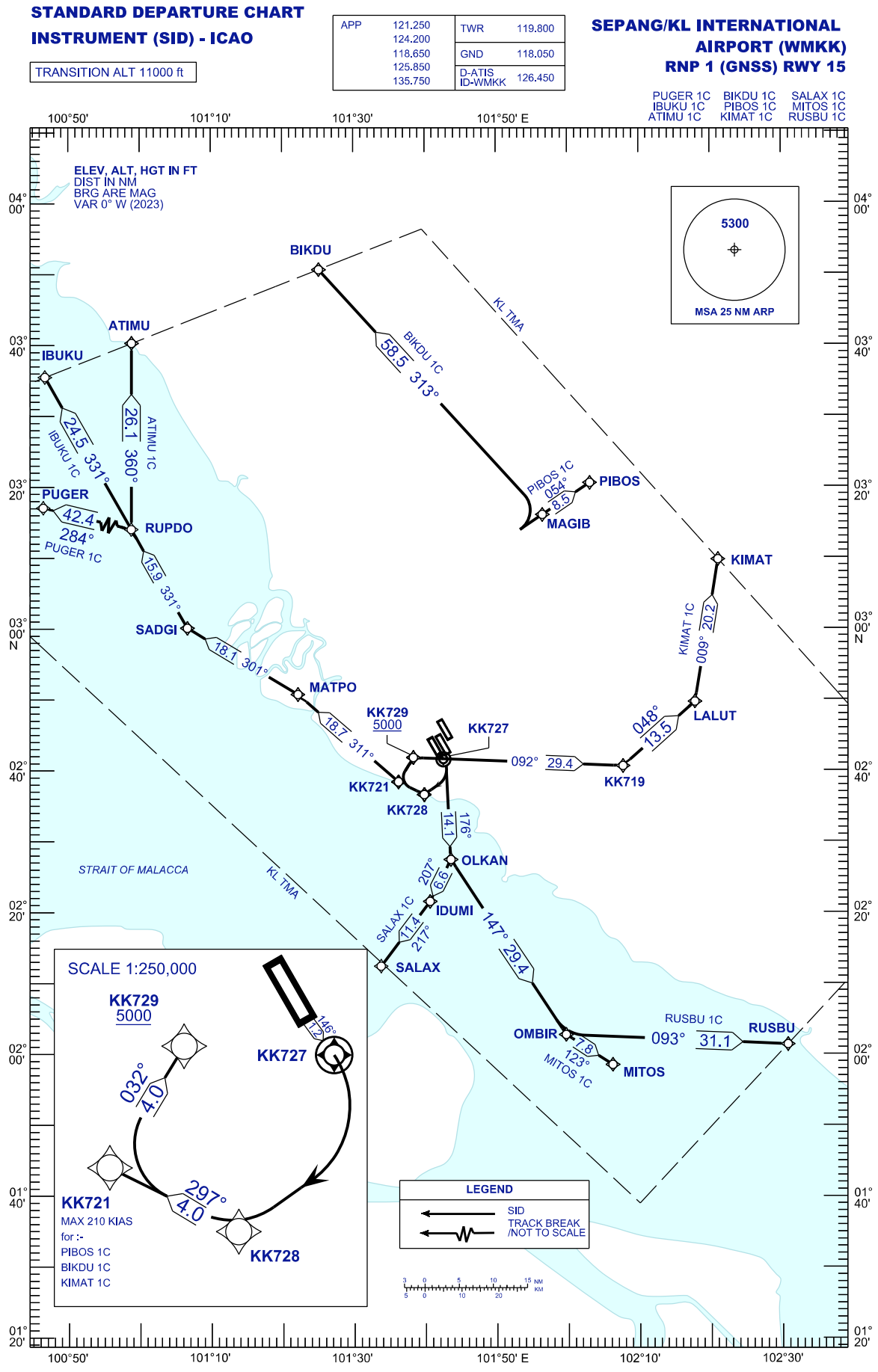
NOTE 2 : EXPECT RNP Y APPROACH RWY33

SUBANG 1W : AFTER TAKE - OFF PROCEED ON TR 146°, PASSING 4000FT TURN LEFT (IAS MAX 250KT) UNTIL JOINING RDL 131 VKL VOR (TR 311°) INBOUND VKL VOR, THEN PROCEED ON RDL 328 VKL VOR (TR 328°). AT 38 DME VKL TURN RIGHT (IAS MAX 210KT) TO CE NDB. EXPECT ILS OR LOC APPROACH RWY15 OR RNP Y APPROACH RWY15

SUBANG 1V : AFTER TAKE - OFF PROCEED ON TR 146°, PASSING 4000FT TURN LEFT (IAS MAX 250KT) UNTIL JOINING RDL 131 VKL VOR (TR 311°) INBOUND VKL VOR, THEN PROCEED ON RDL 341 VKL VOR (TR 341°) UNTIL JOINING QDR 150 CE NDB. EXPECT RNP Y APPROACH RWY33.

CHANGES : FREQUENCY ATIS TO D-ATIS ID-WMKK.

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CHANGES: FREQUENCY ATIS TO D-ATIS ID-WMKK.

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11 000 FT

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)
RNP 1 (GNSS) RWY 15

PUGER 1C BIKDU 3C SALAX 1C
IBUKU 1C PIBOS 3C MITOS 1C
ATIMU 1C KIMAT 1C RUSBU 1C

TABULAR DESCRIPTION

PUGER ONE CHARLIE DEPARTURE (PUGER 1C)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CF	KK727	Y	146	-	1.2	-	-	-	RNP 1
DF	KK728	-	-	-	-	R	-	-	RNP 1
TF	KK721	-	297	-	4.0	R	-	-	RNP 1
TF	MATPO	-	311	-	18.7	-	-	-	RNP 1
TF	SADGI	-	301	-	18.1	-	-	-	RNP 1
TF	RUPDO	-	331	-	15.9	R	-	-	RNP 1
TF	PUGER	-	284	-	42.4	L	-	-	RNP 1

IBUKU ONE CHARLIE DEPARTURE (IBUKU 1C)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CF	KK727	Y	146	-	1.2	-	-	-	RNP 1
DF	KK728	-	-	-	-	R	-	-	RNP 1
TF	KK721	-	297	-	4.0	R	-	-	RNP 1
TF	MATPO	-	311	-	18.7	-	-	-	RNP 1
TF	SADGI	-	301	-	18.1	-	-	-	RNP 1
TF	RUPDO	-	331	-	15.9	R	-	-	RNP 1
TF	IBUKU	-	331	-	24.5	-	-	-	RNP 1

ATIMU ONE CHARLIE DEPARTURE (ATIMU 1C)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CF	KK727	Y	146	-	1.2	-	-	-	RNP 1
DF	KK728	-	-	-	-	R	-	-	RNP 1
TF	KK721	-	297	-	4.0	R	-	-	RNP 1
TF	MATPO	-	311	-	18.7	-	-	-	RNP 1
TF	SADGI	-	301	-	18.1	-	-	-	RNP 1
TF	RUPDO	-	331	-	15.9	R	-	-	RNP 1
TF	ATIMU	-	360	-	26.1	R	-	-	RNP 1

BIKDU THREE CHARLIE DEPARTURE (BIKDU 3C)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CF	KK727	Y	146	-	1.2	-	-	-	RNP 1
DF	KK728	-	-	-	-	R	-	-	RNP 1
TF	KK721	-	297	-	4.0	R	-	-210	RNP 1
TF	KK729	-	032	-	4.0	R	+5000	-	RNP 1
TF	KK719	-	092	-	29.4	R	-	-	RNP 1
TF	LALUT	-	048	-	13.5	L	-	-	RNP 1
TF	KK744	-	335	-	23.0	L	-	-	RNP 1
TF	BIKDU	-	313	-	58.5	L	-	-	RNP 1

CHANGES : REPLACEMENT CHART

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11 000 FT

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)
RNP 1 (GNSS) RWY 15

PUGER 1C BIKDU 3C SALAX 1C
IBUKU 1C PIBOS 3C MITOS 1C
ATIMU 1C KIMAT 1C RUSBU 1C

PIBOS THREE CHARLIE DEPARTURE (PIBOS 3C)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CF	KK727	Y	146	-	1.2	-	-	-	RNP 1
DF	KK728	-	-	-	-	R	-	-	RNP 1
TF	KK721	-	297	-	4.0	R	-	-210	RNP 1
TF	KK729	-	032	-	4.0	R	+5000	-	RNP 1
TF	KK719	-	092	-	29.4	R	-	-	RNP 1
TF	LALUT	-	048	-	13.5	L	-	-	RNP 1
TF	KK744	-	335	-	23.0	L	-	-	RNP 1
TF	PIBOS	-	335	-	11.1	-	-	-	RNP 1

KIMAT ONE CHARLIE DEPARTURE (KIMAT 1C)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CF	KK727	Y	146	-	1.2	-	-	-	RNP 1
DF	KK728	-	-	-	-	R	-	-	RNP 1
TF	KK721	-	297	-	4.0	R	-	-210	RNP 1
TF	KK729	-	032	-	4.0	R	+5000	-	RNP 1
TF	KK719	-	092	-	29.4	R	-	-	RNP 1
TF	LALUT	-	048	-	13.5	L	-	-	RNP 1
TF	KIMAT	-	009	-	20.2	L	-	-	RNP 1

RUSBU ONE CHARLIE DEPARTURE (RUSBU 1C)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CF	KK727	Y	146	-	1.2	-	-	-	RNP 1
TF	OLKAN	-	176	-	14.1	R	-	-	RNP 1
TF	OMBIR	-	147	-	29.4	L	-	-	RNP 1
TF	RUSBU	-	093	-	31.1	L	-	-	RNP 1

MITOS ONE CHARLIE DEPARTURE (MITOS 1C)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CF	KK727	Y	146	-	1.2	-	-	-	RNP 1
TF	OLKAN	-	176	-	14.1	R	-	-	RNP 1
TF	OMBIR	-	147	-	29.4	L	-	-	RNP 1
TF	MITOS	-	123	-	7.8	L	-	-	RNP 1

CHANGES : REPLACEMENT CHART

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11 000 FT

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)
RNP 1 (GNSS) RWY 15

PUGER 1C BIKDU 3C SALAX 1C
IBUKU 1C PIBOS 3C MITOS 1C
ATIMU 1C KIMAT 1C RUSBU 1C

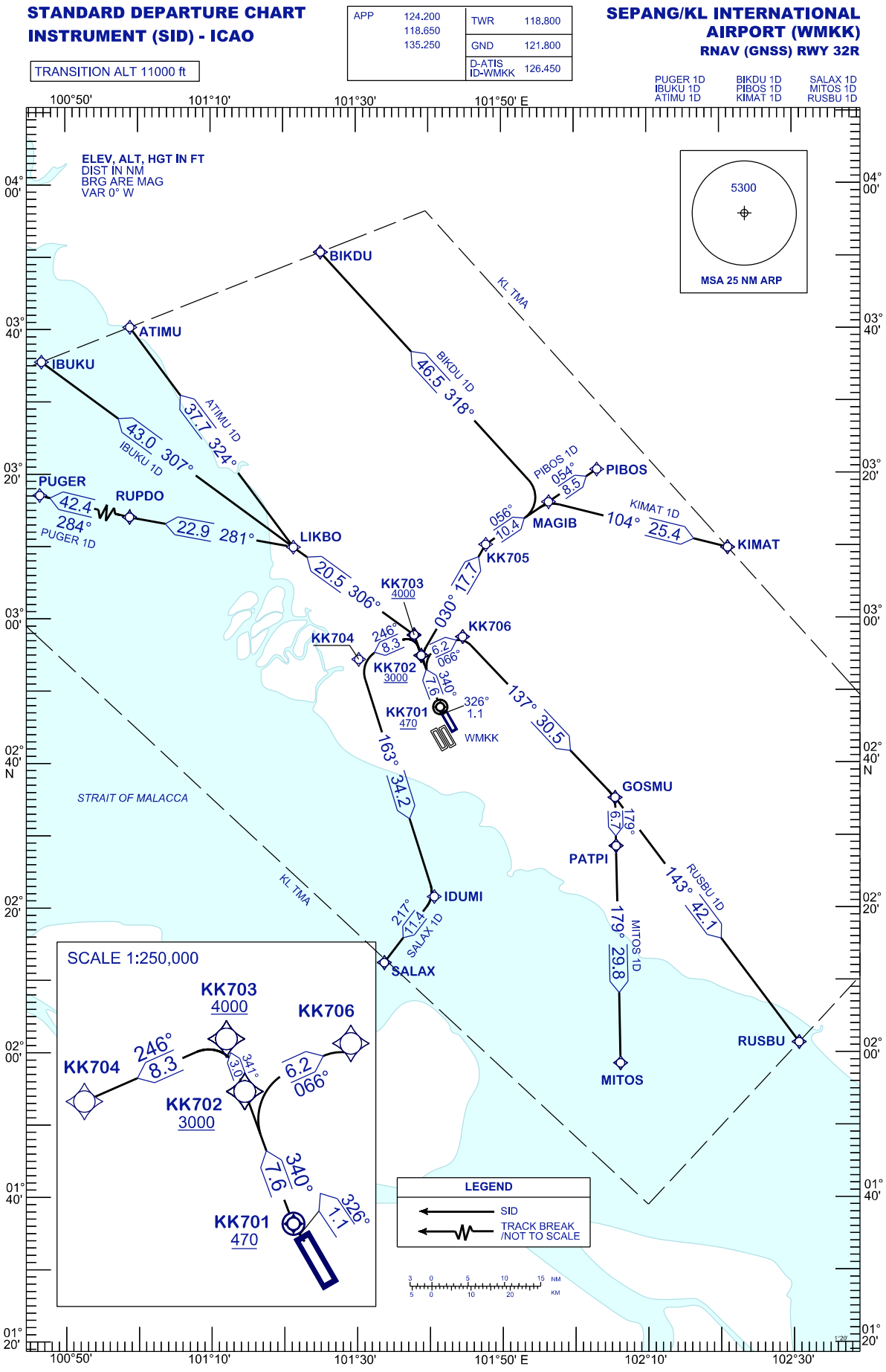
SALAX ONE CHARLIE DEPARTURE (SALAX 1C)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CF	KK727	Y	146	-	1.2	-	-	-	RNP 1
TF	OLKAN	-	176	-	14.1	R	-	-	RNP 1
TF	IDUMI	-	207	-	6.6	R	-	-	RNP 1
TF	SALAX	-	217	-	11.4	-	-	-	RNP 1

WAYPOINT LIST

WAYPOINT IDENTIFIER	COORDINATES	
ATIMU	03°40'17.56" N	100°58'52.25" E
BIKDU	03°50'37.38" N	101°25'07.73" E
IBUKU	03°35'29.81" N	100°46'41.87" E
IDUMI	02°21'30.70" N	101°40'36.19" E
KIMAT	03°09'43.92" N	102°21'02.16" E
LALUT	02°49'40.65" N	102°17'46.14" E
MATPO	02°50'42.98" N	101°22'07.24" E
MITOS	01°58'30.00" N	102°06'10.08" E
OLKAN	02°27'24.44" N	101°43'31.46" E
OMBIR	02°02'44.06" N	101°59'38.50" E
PIBOS	03°21'06.12" N	102°03'15.84" E
PUGER	03°23'59.00" N	100°17'31.00" E
RUSBU	02°01'22.72" N	102°30'42.11" E
RUPDO	03°14'01.81" N	100°58'47.14" E
SADGI	03°00'05.37" N	101°06'38.01" E
SALAX	02°12'24.12" N	101°33'47.88" E
KK719	02°40'37.14" N	102°07'39.56" E
KK721	02°38'22.83" N	101°36'11.71" E
KK727	02°41'32.98" N	101°42'29.29" E
KK728	02°36'34.37" N	101°39'48.20" E
KK729	02°41'48.31" N	101°38'16.98" E
KK744	03°10'30.35" N	102°07'51.22" E

CHANGES : REPLACEMENT CHART



CHANGES: FREQUENCY ATIS TO D-ATIS ID-WMKK.

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000 FT

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)
RNAV (GNSS) RWY 32R

PUGER 1D BIKDU 1D SALAX 1D
IBUKU 1D PIBOS 1D MITOS 1D
ATIMU 1D KIMAT 1D RUSBU 1D

TABULAR DESCRIPTION

RUSBU ONE DELTA DEPARTURE (RUSBU 1D)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CF	KK701	Y	326	-	1.1	-	+470	-	RNP 1
TF	KK702	-	340	-	7.6	-	+3000	-	RNP 1
TF	KK706	-	066	-	6.2	R	-	-	RNP 1
TF	GOSMU	-	137	-	30.5	R	-	-	RNP 1
TF	RUSBU	-	143	-	42.1	-	-	-	RNP 1

MINIMUM CLIMB GRADIENT 6% (365 FT/NM) UNTILL PASSING 4000FT FOR ATC PURPOSES

MITOS ONE DELTA DEPARTURE (MITOS 1D)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CF	KK701	Y	326	-	1.1	-	+470	-	RNP 1
TF	KK702	-	340	-	7.6	-	+3000	-	RNP 1
TF	KK706	-	066	-	6.2	R	-	-	RNP 1
TF	GOSMU	-	137	-	30.5	R	-	-	RNP 1
TF	PATPI	-	179	-	6.7	R	-	-	RNP 1
TF	MITOS	-	179	-	29.8	-	-	-	RNP 1

MINIMUM CLIMB GRADIENT 6% (365 FT/NM) UNTILL PASSING 4000FT FOR ATC PURPOSES

KIMAT ONE DELTA DEPARTURE (KIMAT 1D)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CF	KK701	Y	326	-	1.1	-	+470	-	RNP 1
TF	KK702	-	340	-	7.6	-	+3000	-	RNP 1
TF	KK705	-	030	-	17.7	R	-	-	RNP 1
TF	MAGIB	-	056	-	10.4	R	-	-	RNP 1
TF	KIMAT	-	104	-	25.4	R	-	-	RNP 1

MINIMUM CLIMB GRADIENT 5.5% (335 FT/NM) UNTILL PASSING 4000FT FOR ATC PURPOSES

PIBOS ONE DELTA DEPARTURE (PIBOS 1D)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CF	KK701	Y	326	-	1.1	-	+470	-	RNP 1
TF	KK702	-	340	-	7.6	-	+3000	-	RNP 1
TF	KK705	-	030	-	17.7	R	-	-	RNP 1
TF	MAGIB	-	056	-	10.4	R	-	-	RNP 1
TF	PIBOS	-	054	-	8.5	-	-	-	RNP 1

MINIMUM CLIMB GRADIENT 5.5% (335 FT/NM) UNTILL PASSING 4000FT FOR ATC PURPOSES

CHANGES: CHANGE COURSE & DISTANCE FOR PIBOS.

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000 FT

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)
RNAV (GNSS) RWY 32R

PUGER 1D BIKDU 1D SALAX 1D
IBUKU 1D PIBOS 1D MITOS 1D
ATIMU 1D KIMAT 1D RUSBU 1D

BIKDU ONE DELTA DEPARTURE (BIKDU 1D)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CF	KK701	Y	326	-	1.1	-	+470	-	RNP 1
TF	KK702	-	340	-	7.6	-	+3000	-	RNP 1
TF	KK705	-	030	-	17.7	R	-	-	RNP 1
TF	MAGIB	-	056	-	10.4	R	-	-	RNP 1
TF	BIKDU	-	318	-	46.5	L	-	-	RNP 1

MINIMUM CLIMB GRADIENT 5.5% (335 FT/NM) UNTILL PASSING 4000FT FOR ATC PURPOSES

ATIMU ONE DELTA DEPARTURE (ATIMU 1D)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CF	KK701	Y	326	-	1.1	-	+470	-	RNP 1
TF	KK702	-	340	-	7.6	-	+3000	-	RNP 1
TF	KK703	-	341	-	3.0	-	+4000	-	RNP 1
TF	LIKBO	-	306	-	20.5	L	-	-	RNP 1
TF	ATIMU	-	324	-	37.7	R	-	-	RNP 1

MINIMUM CLIMB GRADIENT 6% (365 FT/NM) UNTILL PASSING 4000FT FOR ATC PURPOSES

IBUKU ONE DELTA DEPARTURE (IBUKU 1D)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CF	KK701	Y	326	-	1.1	-	+470	-	RNP 1
TF	KK702	-	340	-	7.6	-	+3000	-	RNP 1
TF	KK703	-	341	-	3.0	-	+4000	-	RNP 1
TF	LIKBO	-	306	-	20.5	L	-	-	RNP 1
TF	IBUKU	-	307	-	43.0	-	-	-	RNP 1

MINIMUM CLIMB GRADIENT 6% (365 FT/NM) UNTILL PASSING 4000FT FOR ATC PURPOSES

PUGER ONE DELTA DEPARTURE (PUGER 1D)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CF	KK701	Y	326	-	1.1	-	+470	-	RNP 1
TF	KK702	-	340	-	7.6	-	+3000	-	RNP 1
TF	KK703	-	341	-	3.0	-	+4000	-	RNP 1
TF	LIKBO	-	306	-	20.5	L	-	-	RNP 1
TF	RUPDO	-	281	-	22.9	L	-	-	RNP 1
TF	PUGER	-	284	-	42.3	-	-	-	RNP 1

MINIMUM CLIMB GRADIENT 6% (365 FT/NM) UNTILL PASSING 4000FT FOR ATC PURPOSES

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000 FT

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)
RNAV (GNSS) RWY 32R

PUGER 1D BIKDU 1D SALAX 1D
IBUKU 1D PIBOS 1D MITOS 1D
ATIMU 1D KIMAT 1D RUSBU 1D

SALAX ONE DELTA DEPARTURE (SALAX 1D)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CF	KK701	Y	326	-	1.1	-	+470	-	RNP 1
TF	KK702	-	340	-	7.6	-	+3000	-	RNP 1
TF	KK703	-	341	-	3.0	-	+4000	-	RNP 1
TF	KK704	-	246	-	8.3	L	-	-	RNP 1
TF	IDUMI	-	163	-	34.2	L	-	-	RNP 1
TF	SALAX	-	217	-	11.4	R	-	-	RNP 1

MINIMUM CLIMB GRADIENT 6% (365 FT/NM) UNTILL PASSING 4000FT FOR ATC PURPOSES

WAYPOINT LIST

WAYPOINT IDENTIFIER	LATITUDE/LONGITUDE (WGS84)
ATIMU	03°40'17.56" N 100°58'52.25" E
BIKDU	03°50'37.38" N 101°25'07.73" E
GOSMU	02°35'10.63" N 102°05'28.91" E
IBUKU	03°35'29.81" N 100°46'41.87" E
IDUMI	02°21'30.70" N 101°40'36.19" E
KIMAT	03°09'43.92" N 102°21'02.16" E
LIKBO	03°09'50.93" N 101°21'19.10" E
MAGIB	03°16'02.01" N 101°56'26.02" E
MITOS	01°58'30.00" N 102°06'10.08" E
PATPI	02°28'29.38" N 102°05'36.31" E
PIBOS	03°21'06.12" N 102°03'15.84" E
PUGER	03°23'59.00" N 100°17'31.00" E
RUPDO	03°14'01.81" N 100°58'47.14" E
RUSBU	02°01'22.72" N 102°30'42.11" E
SALAX	02°12'24.12" N 101°33'47.88" E
KK701	02°47'38.86" N 101°41'28.65" E
KK702	02°54'50.62" N 101°38'52.65" E
KK703	02°57'41.08" N 101°37'54.21" E
KK704	02°54'19.20" N 101°30'16.88" E
KK705	03°10'10.55" N 101°47'47.11" E
KK706	02°57'25.30" N 101°44'34.29" E

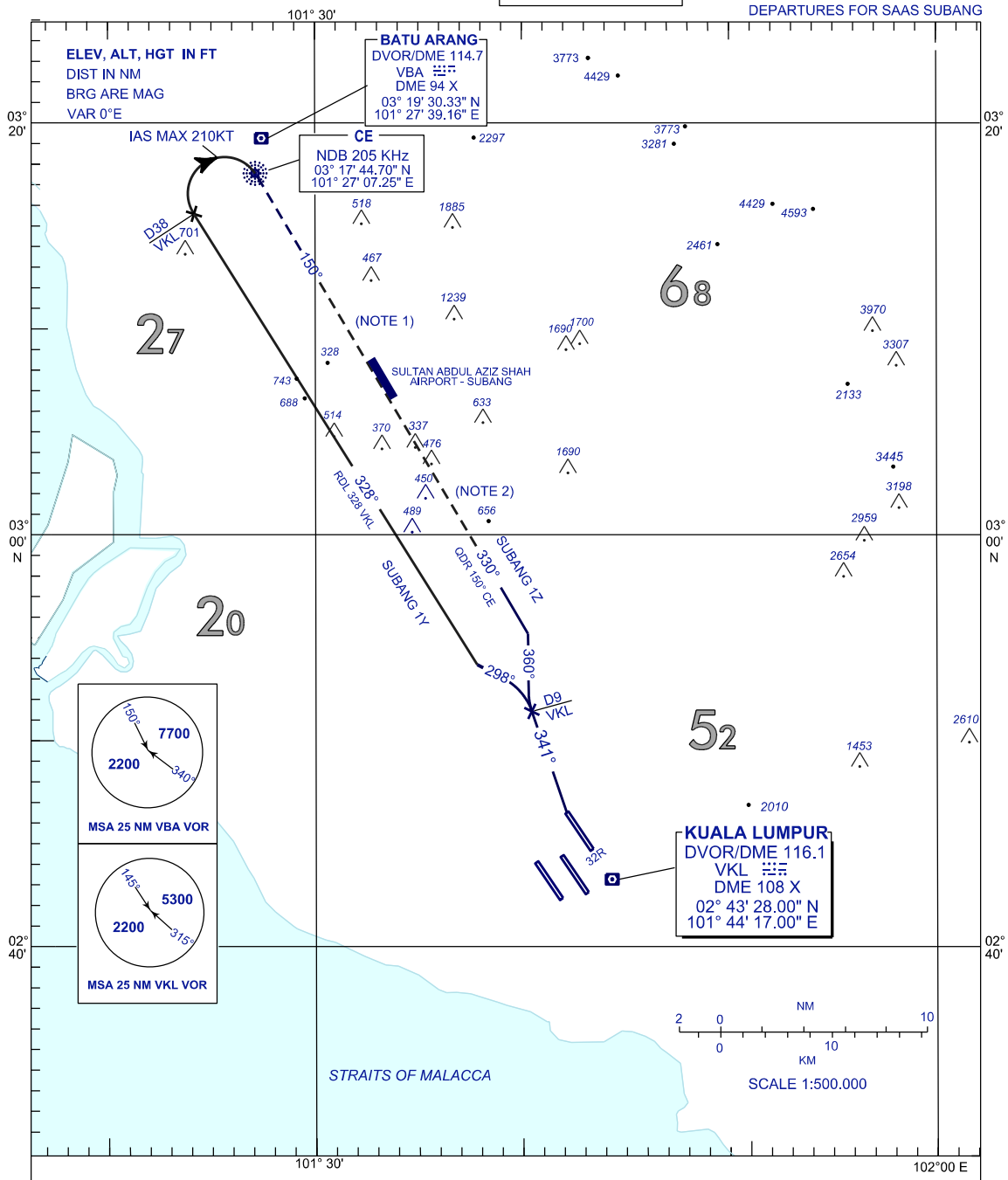
CHANGES: CHANGE COORDINATE FOR PUGER.

STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO

SEPANG/KL INTERNATIONAL AIRPORT (WMKK) RWY 32R

APP	135.250, 124.200, 118.650
TWR	118.800
GND	121.650
D-ATIS ID-WMKK	126.450

TRANSITION ALT 11000 ft



REMARKS :

NOTE 1 : EXPECT ILS OR LOC APPROACH RWY15 OR RNP Y APPROACH RWY15

NOTE 2 : EXPECT RNP Y APPROACH RWY33

SUBANG 1Z : AFTER TAKE-OFF PROCEED ON TR 341° UNTIL 9 DME VKL, THEN TURN RIGHT ON TR 360° UNTIL JOINING QDR 150° CE NDB. EXPECT RNP Y APPROACH RWY33.

SUBANG 1Y : AFTER TAKE-OFF PROCEED ON TR 341° UNTIL 9 DME VKL, THEN TURN LEFT ON TR 298° TO INTERCEPT AND FOLLOW RDL 328 VKL VOR. AT 38 DME VKL TURN RIGHT (IAS MAX 210KT) TO CE NDB. EXPECT ILS OR LOC APPROACH RWY 15 OR RNP Y APPROACH RWY15.

CHANGES : FREQUENCY ATIS TO D-ATIS ID-WMKK.

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STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO

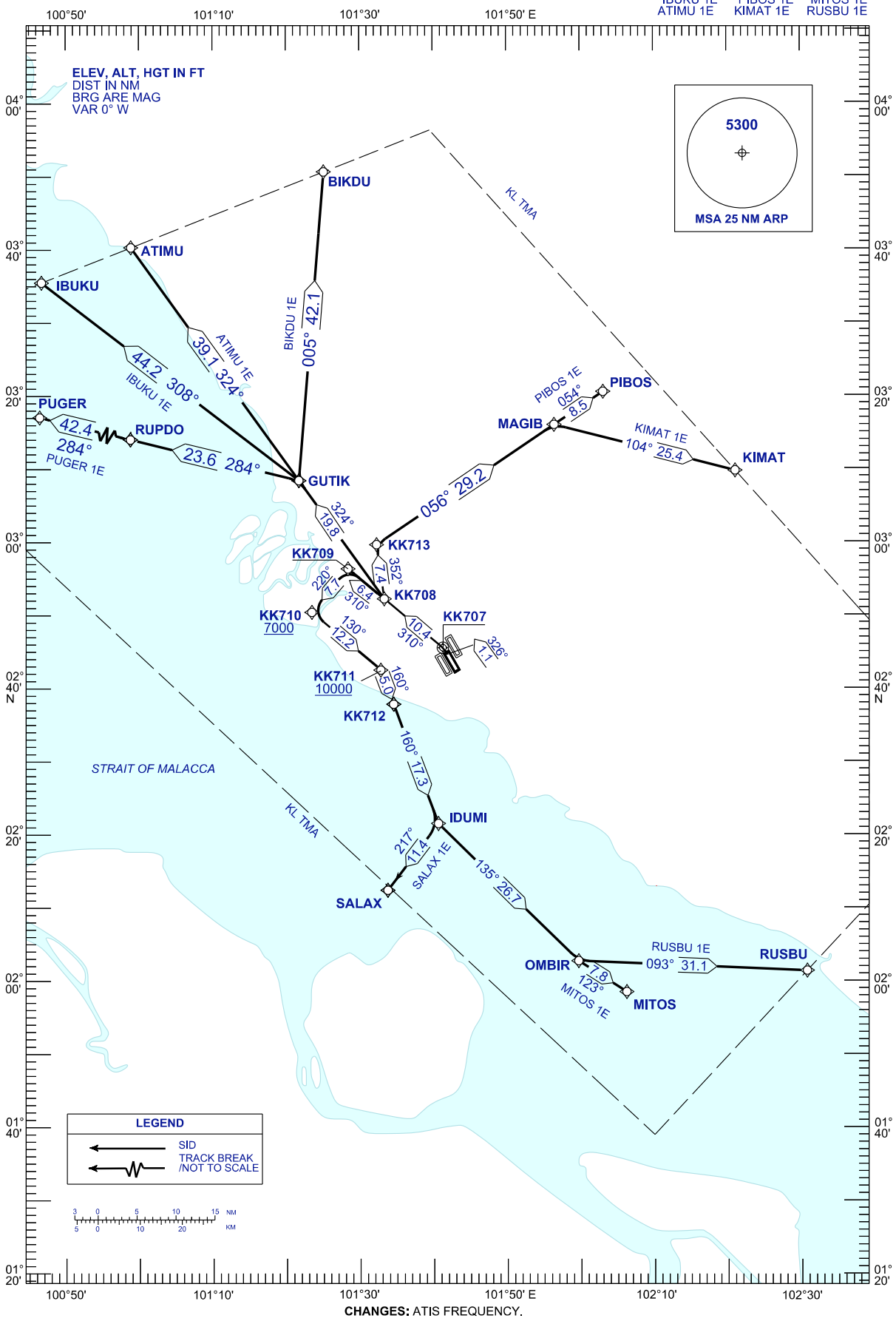
TRANSITION ALT 11000 FT

APP	124.200 118.650 135.750	TWR	118.500
		GND	121.800
		ATIS	126.450

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)

RNAV (GNSS) RWY 32L

PUGER 1E BIKDU 1E SALAX 1E
IBUKU 1E PIBOS 1E MITOS 1E
ATIMU 1E KIMAT 1E RUSBU 1E



CHANGES: ATIS FREQUENCY.

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000 FT

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)
RNAV (GNSS) RWY 32L

PUGER 1E BIKDU 1E SALAX 1E
IBUKU 1E PIBOS 1E MITOS 1E
ATIMU 1E KIMAT 1E RUSBU 1E

TABULAR DESCRIPTION

RUSBU ONE ECHO DEPARTURE (RUSBU 1E)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CF	KK707	Y	326	-	1.1	-	-	-	RNP 1
TF	KK708	-	310	-	10.4	-	-	-	RNP 1
TF	KK709	-	310	-	6.4	-	-	-	RNP 1
TF	KK710	-	220	-	7.7	L	+7000	-	RNP 1
TF	KK711	-	130	-	12.2	L	+10000	-	RNP 1
TF	KK712	-	160	-	5.0	R	-	-	RNP 1
TF	IDUMI	-	160	-	17.3	-	-	-	RNP 1
TF	OMBIR	-	135	-	26.7	L	-	-	RNP 1
TF	RUSBU	-	093	-	31.1	L	-	-	RNP 1

MITOS ONE ECHO DEPARTURE (MITOS 1E)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CF	KK707	Y	326	-	1.1	-	-	-	RNP 1
TF	KK708	-	310	-	10.4	-	-	-	RNP 1
TF	KK709	-	310	-	6.4	-	-	-	RNP 1
TF	KK710	-	220	-	7.7	L	+7000	-	RNP 1
TF	KK711	-	130	-	12.2	L	+10000	-	RNP 1
TF	KK712	-	160	-	5.0	R	-	-	RNP 1
TF	IDUMI	-	160	-	17.3	-	-	-	RNP 1
TF	OMBIR	-	135	-	26.7	L	-	-	RNP 1
TF	MITOS	-	123	-	7.8	L	-	-	RNP 1

SALAX ONE ECHO DEPARTURE (SALAX 1E)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CF	KK707	Y	326	-	1.1	-	-	-	RNP 1
TF	KK708	-	310	-	10.4	-	-	-	RNP 1
TF	KK709	-	310	-	6.4	-	-	-	RNP 1
TF	KK710	-	220	-	7.7	L	+7000	-	RNP 1
TF	KK711	-	130	-	12.2	L	+10000	-	RNP 1
TF	KK712	-	160	-	5.0	R	-	-	RNP 1
TF	IDUMI	-	160	-	17.3	-	-	-	RNP 1
TF	SALAX	-	217	-	11.4	R	-	-	RNP 1

CHANGES: REPLACE RUSBU TO MITOS ON MITOS 1E,
CHANGE BEARING & DISTANCE FOR MITOS

STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE 11000 FT

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)

RNAV (GNSS) RWY 32L

PUGER 1E BIKDU 1E SALAX 1E
IBUKU 1E PIBOS 1E MITOS 1E
ATIMU 1E KIMAT 1E RUSBU 1E

IBUKU ONE ECHO DEPARTURE (IBUKU 1E)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CF	KK707	Y	326	-	1.1		-	-	RNP 1
TF	KK708	-	310	-	10.4	-	-	-	RNP 1
TF	GUTIK	-	324	-	19.8	R	-	-	RNP 1
TF	IBUKU	-	308	-	44.2	L	-	-	RNP 1

PUGER ONE ECHO DEPARTURE (PUGER 1E)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CF	KK707	Y	326	-	1.1		-	-	RNP 1
TF	KK708	-	310	-	10.4	-	-	-	RNP 1
TF	GUTIK	-	324	-	19.8	R	-	-	RNP 1
TF	RUPDO	-	284	-	23.6	L	-	-	RNP 1
TF	PUGER	-	284	-	42.4	-	-	-	RNP 1

ATIMU ONE ECHO DEPARTURE (ATIMU 1E)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CF	KK707	Y	326	-	1.1		-	-	RNP 1
TF	KK708	-	310	-	10.4	-	-	-	RNP 1
TF	GUTIK	-	324	-	19.8	R	-	-	RNP 1
TF	ATIMU	-	324	-	39.1	-	-	-	RNP 1

BIKDU ONE ECHO DEPARTURE (BIKDU 1E)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CF	KK707	Y	326	-	1.1		-	-	RNP 1
TF	KK708	-	310	-	10.4	-	-	-	RNP 1
TF	GUTIK	-	324	-	19.8	R	-	-	RNP 1
TF	BIKDU	-	005	-	42.1	R	-	-	RNP 1

CHANGES: CHANGE DISTANCE FOR PUGER.

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000 FT

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)
RNAV (GNSS) RWY 32L

PUGER 1E BIKDU 1E SALAX 1E
IBUKU 1E PIBOS 1E MITOS 1E
ATIMU 1E KIMAT 1E RUSBU 1E

KIMAT ONE ECHO DEPARTURE (KIMAT 1E)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CF	KK707	Y	326	-	1.1	-	-	-	RNP 1
TF	KK708	-	310	-	10.4	-	-	-	RNP 1
TF	KK713	-	352	-	7.4	R	-	-	RNP 1
TF	MAGIB	-	056	-	29.2	R	-	-	RNP 1
TF	KIMAT	-	104	-	25.4	R	-	-	RNP 1

PIBOS ONE ECHO DEPARTURE (PIBOS 1E)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CF	KK707	Y	326	-	1.1	-	-	-	RNP 1
TF	KK708	-	310	-	10.4	-	-	-	RNP 1
TF	KK713	-	352	-	7.4	R	-	-	RNP 1
TF	MAGIB	-	056	-	29.2	R	-	-	RNP 1
TF	PIBOS	-	054	-	8.5	-	-	-	RNP 1

CHANGES: COURSE & DISTANCE FOR PIBOS

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000 FT

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)
RNAV (GNSS) RWY 32L

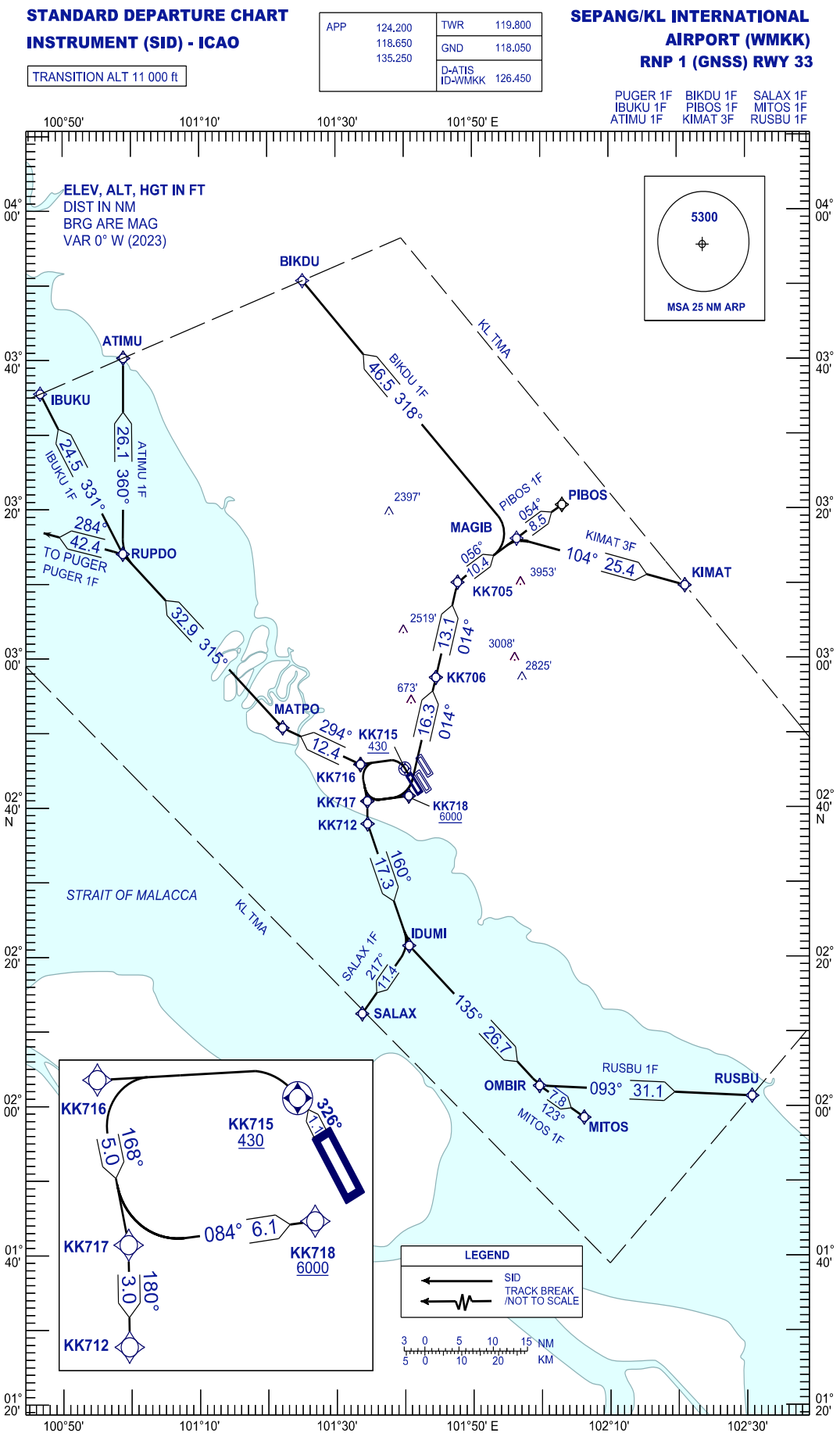
PUGER 1E BIKDU 1E SALAX 1E
IBUKU 1E PIBOS 1E MITOS 1E
ATIMU 1E KIMAT 1E RUSBU 1E

WAYPOINT LIST

WAYPOINT IDENTIFIER	LATITUDE/LONGITUDE (WGS84)
ATIMU	03°40'17.56" N 100°58'52.25" E
BIKDU	03°50'37.38" N 101°25'07.73" E
GUTIK	03°08'25.00" N 101°21'42.31" E
IBUKU	03°35'29.81" N 100°46'41.87" E
IDUMI	02°21'30.70" N 101°40'36.19" E
KIMAT	03°09'43.92" N 102°21'02.16" E
MAGIB	03°16'02.01" N 101°56'26.02" E
MITOS	01°58'30.00" N 102°06'10.08" E
OMBIR	02°02'44.06" N 101°59'38.50" E
PIBOS	03°21'06.12" N 102°03'15.84" E
PUGER	03°23'59.00" N 100°17'31.00" E
RUPDO	03°14'01.81" N 100°58'47.14" E
RUSBU	02°01'22.72" N 102°30'42.11" E
SALAX	02°12'24.12" N 101°33'47.88" E
KK707	02°45'32.33" N 101°41'14.76" E
KK708	02°52'14.20" N 101°33'17.05" E
KK709	02°56'22.79" N 101°28'21.48" E
KK710	02°50'27.07" N 101°23'25.58" E
KK711	02°42'32.15" N 101°32'47.71" E
KK712	02°37'49.74" N 101°34'32.61" E
KK713	02°59'38.87" N 101°32'14.99" E

CHANGES: CHANGE COORDINATE FOR PUGER.

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CHANGES : FREQUENCY ATIS TO D-ATIS ID-WMKK.

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11 000 FT

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)
RNP 1 (GNSS) RWY 33

PUGER 1F BIKDU 1F SALAX 1F
IBUKU 1F PIBOS 1F MITOS 1F
ATIMU 1F KIMAT 3F RUSBU 1F

TABULAR DESCRIPTION

PUGER ONE FOXTROT DEPARTURE (PUGER 1F)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CF	KK715	Y	326	-	1.1	-	+430	-	RNP 1
DF	KK716	-	-	-	-	L	-	-	RNP 1
TF	MATPO	-	294	-	12.4	R	-	-	RNP 1
TF	RUPDO	-	315	-	32.9	R	-	-	RNP 1
TF	PUGER	-	284	-	42.4	L	-	-	RNP 1

IBUKU ONE FOXTROT DEPARTURE (IBUKU 1F)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CF	KK715	Y	326	-	1.1	-	+430	-	RNP 1
DF	KK716	-	-	-	-	L	-	-	RNP 1
TF	MATPO	-	294	-	12.4	R	-	-	RNP 1
TF	RUPDO	-	315	-	32.9	R	-	-	RNP 1
TF	IBUKU	-	331	-	24.5	R	-	-	RNP 1

ATIMU ONE FOXTROT DEPARTURE (ATIMU 1F)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CF	KK715	Y	326	-	1.1	-	+430	-	RNP 1
DF	KK716	-	-	-	-	L	-	-	RNP 1
TF	MATPO	-	294	-	12.4	R	-	-	RNP 1
TF	RUPDO	-	315	-	32.9	R	-	-	RNP 1
TF	ATIMU	-	360	-	26.1	R	-	-	RNP 1

BIKDU ONE FOXTROT DEPARTURE (BIKDU 1F)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CF	KK715	Y	326	-	1.1	-	+430	-	RNP 1
DF	KK716	-	-	-	-	L	-	-	RNP 1
TF	KK717	-	168	-	5.0	L	-	-	RNP 1
TF	KK718	-	084	-	6.1	L	+6000	-	RNP 1
TF	KK706	-	014	-	16.3	L	-	-	RNP 1
TF	KK705	-	014	-	13.1	-	-	-	RNP 1
TF	MAGIB	-	056	-	10.4	R	-	-	RNP 1
TF	BIKDU	-	318	-	46.5	L	-	-	RNP 1

CHANGES : REPLACEMENT CHART

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11 000 FT

SEPANG/KL INTERNATIONAL
AIRPORT (WMKK)
RNP 1 (GNSS) RWY 33

PUGER 1F BIKDU 1F SALAX 1F
IBUKU 1F PIBOS 1F MITOS 1F
ATIMU 1F KIMAT 3F RUSBU 1F

PIBOS ONE FOXTROT DEPARTURE (PIBOS 1F)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CF	KK715	Y	326	-	1.1	-	+430	-	RNP 1
DF	KK716	-	-	-	-	L	-	-	RNP 1
TF	KK717	-	168	-	5.0	L	-	-	RNP 1
TF	KK718	-	084	-	6.1	L	+6000	-	RNP 1
TF	KK706	-	014	-	16.3	L	-	-	RNP 1
TF	KK705	-	014	-	13.1	-	-	-	RNP 1
TF	MAGIB	-	056	-	10.4	R	-	-	RNP 1
TF	PIBOS	-	054	-	8.5	-	-	-	RNP 1

KIMAT THREE FOXTROT DEPARTURE (KIMAT 3F)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CF	KK715	Y	326	-	1.1	-	+430	-	RNP 1
DF	KK716	-	-	-	-	L	-	-	RNP 1
TF	KK717	-	168	-	5.0	L	-	-	RNP 1
TF	KK718	-	084	-	6.1	L	+6000	-	RNP 1
TF	KK706	-	014	-	16.3	L	-	-	RNP 1
TF	KK705	-	014	-	13.1	-	-	-	RNP 1
TF	MAGIB	-	056	-	10.4	R	-	-	RNP 1
TF	KIMAT	-	104	-	25.4	R	-	-	RNP 1

RUSBU ONE FOXTROT DEPARTURE (RUSBU 1F)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CF	KK715	Y	326	-	1.1	-	+430	-	RNP 1
DF	KK716	-	-	-	-	L	-	-	RNP 1
TF	KK717	-	168	-	5.0	L	-	-	RNP 1
TF	KK712	-	180	-	3.0	-	-	-	RNP 1
TF	IDUMI	-	160	-	17.3	L	-	-	RNP 1
TF	OMBIR	-	135	-	26.7	L	-	-	RNP 1
TF	RUSBU	-	093	-	31.1	L	-	-	RNP 1

CHANGES : REPLACEMENT CHART

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11 000 FT

SEPANG/KL INTERNATIONAL
AIRPORT (WMKK)
RNP 1 (GNSS) RWY 33

PUGER 1F BIKDU 1F SALAX 1F
IBUKU 1F PIBOS 1F MITOS 1F
ATIMU 1F KIMAT 3F RUSBU 1F

MITOS ONE FOXTROT DEPARTURE (MITOS 1F)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CF	KK715	Y	326	-	1.1	-	+430	-	RNP 1
DF	KK716	-	-	-	-	L	-	-	RNP 1
TF	KK717	-	168	-	5.0	L	-	-	RNP 1
TF	KK712	-	180	-	3.0	-	-	-	RNP 1
TF	IDUMI	-	160	-	17.3	L	-	-	RNP 1
TF	OMBIR	-	135	-	26.7	L	-	-	RNP 1
TF	MITOS	-	123	-	7.8	-	-	-	RNP 1

SALAX ONE FOXTROT DEPARTURE (SALAX 1F)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
CF	KK715	Y	326	-	1.1	-	+430	-	RNP 1
DF	KK716	-	-	-	-	L	-	-	RNP 1
TF	KK717	-	168	-	5.0	L	-	-	RNP 1
TF	KK712	-	180	-	3.0	-	-	-	RNP 1
TF	IDUMI	-	160	-	17.3	L	-	-	RNP 1
TF	SALAX	-	217	-	11.4	R	-	-	RNP 1

CHANGES : REPLACEMENT CHART

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11 000 FT

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)
RNP 1 (GNSS) RWY 33

PUGER 1F BIKDU 1F SALAX 1F
IBUKU 1F PIBOS 1F MITOS 1F
ATIMU 1F KIMAT 3F RUSBU 1F

WAYPOINT LIST

WAYPOINT IDENTIFIER	COORDINATES	
ATIMU	03°40'17.56" N	100°58'52.25" E
BIKDU	03°50'37.38" N	101°25'07.73" E
IBUKU	03°35'29.81" N	100°46'41.87" E
IDUMI	02°21'30.70" N	101°40'36.19" E
KIMAT	03°09'43.92" N	102°21'02.16" E
MAGIB	03°16'02.01" N	101°56'26.02" E
MATPO	02°50'42.98" N	101°22'07.24" E
MITOS	01°58'30.00" N	102°06'10.08" E
OMBIR	02°02'44.06" N	101°59'38.50" E
PIBOS	03°21'06.12" N	102°03'15.84" E
PUGER	03°23'59.00" N	100°17'31.00" E
RUPDO	03°14'01.81" N	100°58'47.14" E
RUSBU	02°01'22.72" N	102°30'42.11" E
SALAX	02°12'24.12" N	101°33'47.88" E
KK705	03°10'10.55" N	101°47'47.11" E
KK706	02°57'25.30" N	101°44'34.29" E
KK712	02°37'49.74" N	101°34'32.61" E
KK715	02°45'14.15" N	101°40'01.01" E
KK716	02°45'47.16" N	101°33'30.34" E
KK717	02°40'52.09" N	101°34'30.88" E
KK718	02°41'34.11" N	101°40'35.00" E

CHANGES : REPLACEMENT CHART

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STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO

TRANSITION ALT 11000 ft

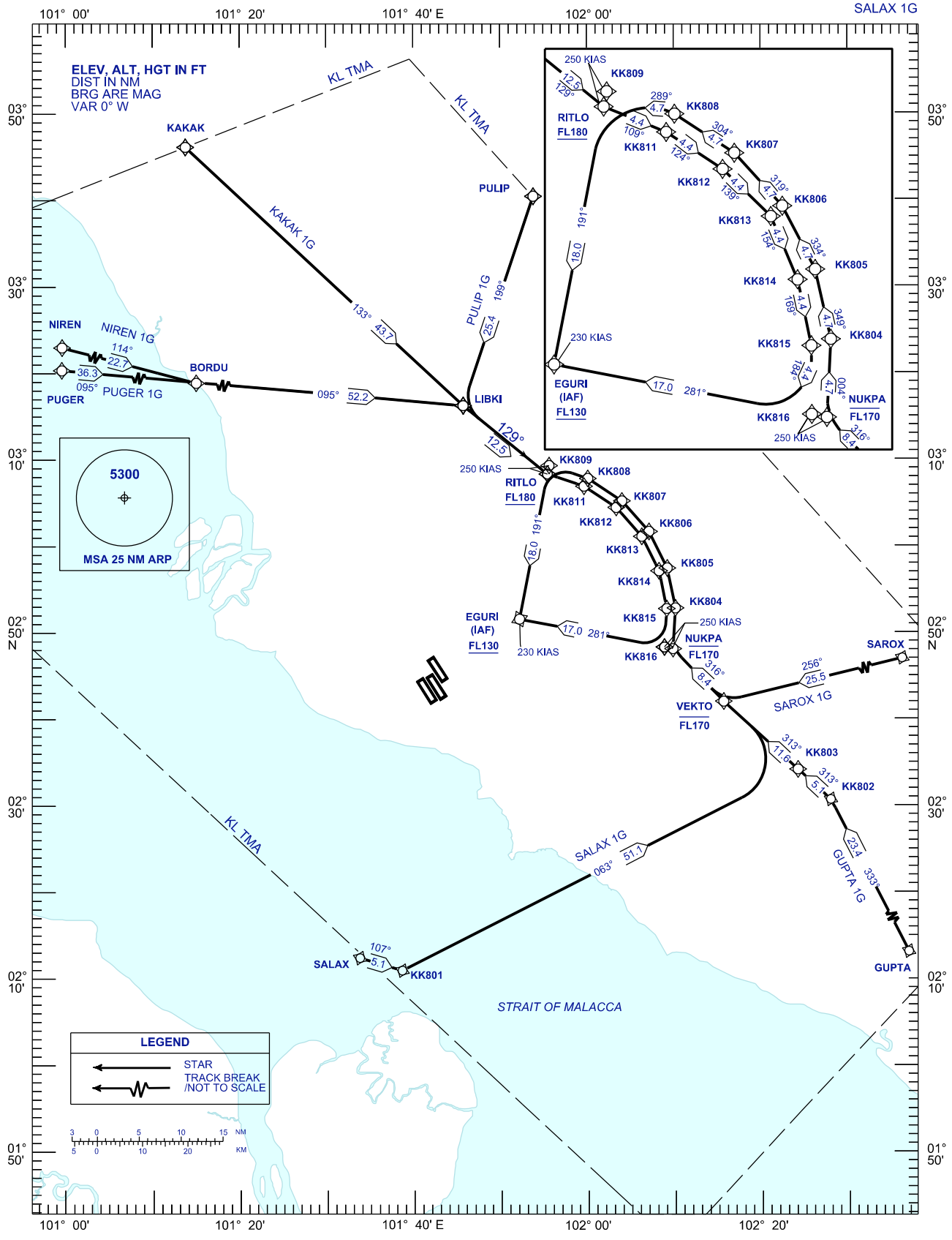
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		D-ATIS ID-WMKK	128.050

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)

RNAV (GNSS) RWY 32R, 32L, 33, 14L, 14R, 15

PMS EAST

PUGER 1G NIREN 1G KAKAK 1G PULIP 1G SAROX 1G GUPTA 1G SALAX 1G



CHANGES: CHANGES: FREQUENCY ATIS TO D-ATIS ID-WMKK.

STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
11000 FT

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)

RNAV (GNSS) RWY 32R, 32L, 33, 14L, 14R, 15

PUGER 1G
NIREN 1G
KAKAK 1G
PULIP 1G
PMS EAST
SAROX 1G
GUPTA 1G
SALAX 1G

TABULAR DESCRIPTION

PUGER ONE GOLF ARRIVAL (PUGER 1G)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
IF	PUGER	-	-	-	-	-	-	-	RNP 1
TF	BORDU	-	095	-	36.3	-	-	-	RNP 1
TF	LIBKI	-	095	-	52.2	-	-	-	RNP 1
TF	RITLO	-	129	-	12.5	R	+FL180	@250	RNP 1
TF	KK811	-	109	-	4.4	L	-	-	RNP 1
TF	KK812	-	124	-	4.4	R	-	-	RNP 1
TF	KK813	-	139	-	4.4	R	-	-	RNP 1
TF	KK814	-	154	-	4.4	R	-	-	RNP 1
TF	KK815	-	169	-	4.4	R	-	-	RNP 1
TF	KK816	-	184	-	4.4	R	-	@250	RNP 1
TF	EGURI	-	281	-	17.0	R	+FL130	@230	RNP 1

NIREN ONE GOLF ARRIVAL (NIREN 1G)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
IF	NIREN	-	-	-	-	-	-	-	RNP 1
TF	BORDU	-	114	-	22.7	-	-	-	RNP 1
TF	LIBKI	-	095	-	52.2	-	-	-	RNP 1
TF	RITLO	-	129	-	12.5	R	+FL180	@250	RNP 1
TF	KK811	-	109	-	4.4	L	-	-	RNP 1
TF	KK812	-	124	-	4.4	R	-	-	RNP 1
TF	KK813	-	139	-	4.4	R	-	-	RNP 1
TF	KK814	-	154	-	4.4	R	-	-	RNP 1
TF	KK815	-	169	-	4.4	R	-	-	RNP 1
TF	KK816	-	184	-	4.4	R	-	@250	RNP 1
TF	EGURI	-	281	-	17.0	R	+FL130	@230	RNP 1

CHANGES: CHANGE COURSE & DISTANCE FOR BORDU.

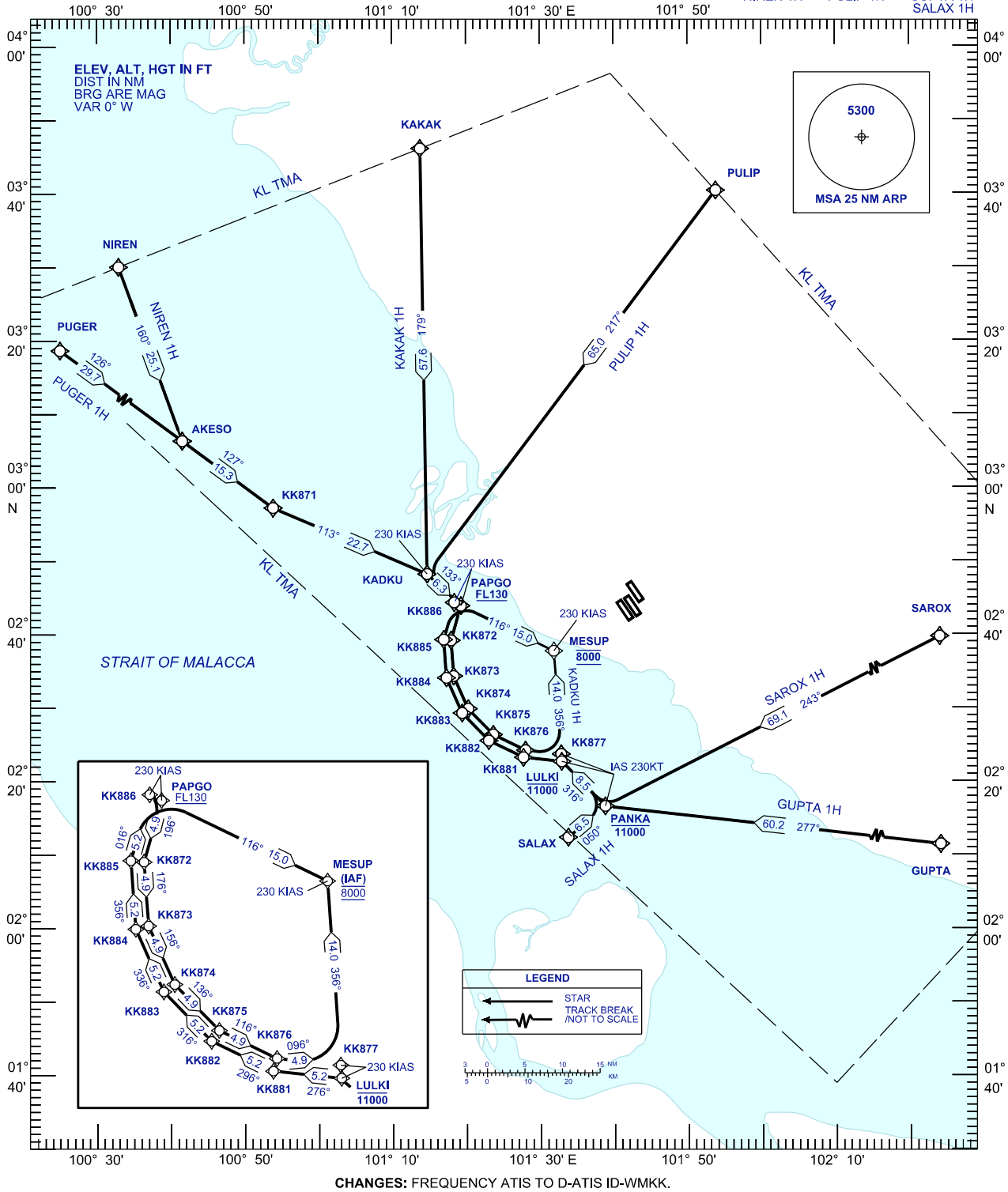
STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)
RNAV (GNSS) RWY 32R, 32L, 33, 14L, 14R, 15

TRANSITION ALT 11000 ft

APP	121.250 124.200 118.650 125.850 135.750	TWR	118.800 118.500 119.800
		D-ATIS ID-WMKK	128.050

PUGER 1H NIREN 1H KAKAK 1H PULIP 1H PMS WEST SAROX 1H GUPTA 1H SALAX 1H



CHANGES: FREQUENCY ATIS TO D-ATIS ID-WMKK.

STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE 11000 FT

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)

RNAV (GNSS) RWY 32R, 32L, 33, 14L, 14R, 15

PUGER 1H
NIREN 1H
KAKAK 1H
PULIP 1H
PMS WEST
SAROX 1H
GUPTA 1H
SALAX 1H

TABULAR DESCRIPTION

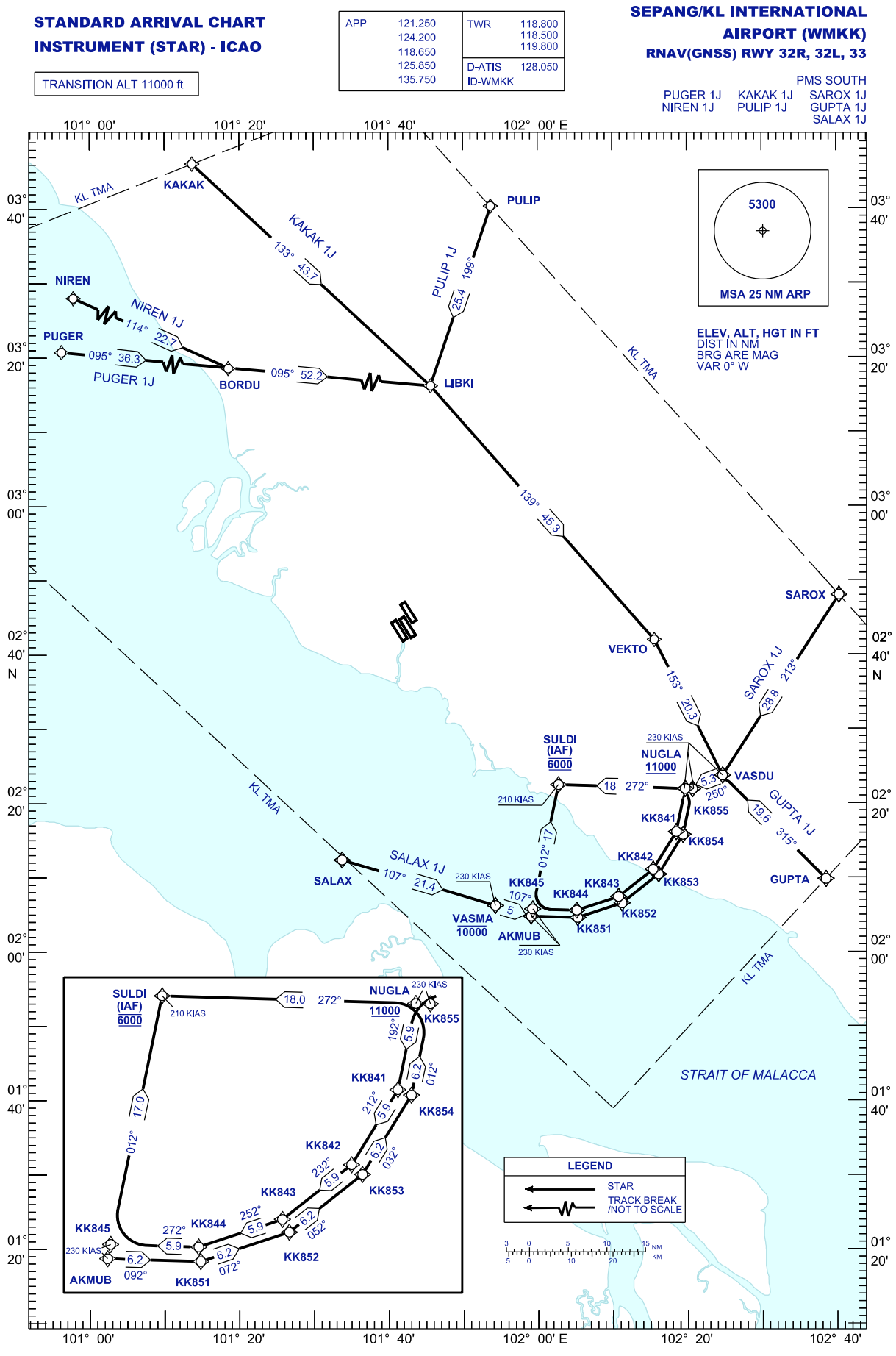
PUGER ONE HOTEL ARRIVAL (PUGER 1H)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
IF	PUGER	-	-	-	-	-	-	-	RNP 1
TF	AKESO	-	126	-	29.7	-	-	-	RNP 1
TF	KK871	-	127	-	15.3	L	-	-	RNP 1
TF	KADKU	-	113	-	22.7	L	-	@230	RNP 1
TF	PAPGO	-	133	-	6.3	R	+FL130	@230	RNP 1
TF	KK872	-	196	-	4.9	R	-	-	RNP 1
TF	KK873	-	176	-	4.9	L	-	-	RNP 1
TF	KK874	-	156	-	4.9	L	-	-	RNP 1
TF	KK875	-	136	-	4.9	L	-	-	RNP 1
TF	KK876	-	116	-	4.9	L	-	-	RNP 1
TF	KK877	-	096	-	4.9	L	-	@230	RNP 1
TF	MESUP	-	356	-	14.0	L	@8000	@230	RNP 1

NIREN ONE HOTEL ARRIVAL (NIREN 1H)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
IF	NIREN	-	-	-	-	-	-	-	RNP 1
TF	AKESO	-	160	-	25.1	-	-	-	RNP 1
TF	KK871	-	127	-	15.3	L	-	-	RNP 1
TF	KADKU	-	113	-	22.7	L	-	@230	RNP 1
TF	PAPGO	-	133	-	6.3	R	+FL130	@230	RNP 1
TF	KK872	-	196	-	4.9	R	-	-	RNP 1
TF	KK873	-	176	-	4.9	L	-	-	RNP 1
TF	KK874	-	156	-	4.9	L	-	-	RNP 1
TF	KK875	-	136	-	4.9	L	-	-	RNP 1
TF	KK876	-	116	-	4.9	L	-	-	RNP 1
TF	KK877	-	096	-	4.9	L	-	@230	RNP 1
TF	MESUP	-	356	-	14.0	L	@8000	@230	RNP 1

CHANGES: CHANGE COURSE & DISTANCE FOR AKESO,



CHANGES: FREQUENCY ATIS TO D-ATIS ID-WMKK.

STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
11000 FT

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)

RNAV (GNSS) RWY 32R, 32L, 33

PMS SOUTH

PUGER 1J KAKAK 1J SAROX 1J
NIREN 1J PULIP 1J GUPTA 1J
SALAX 1J

TABULAR DESCRIPTION

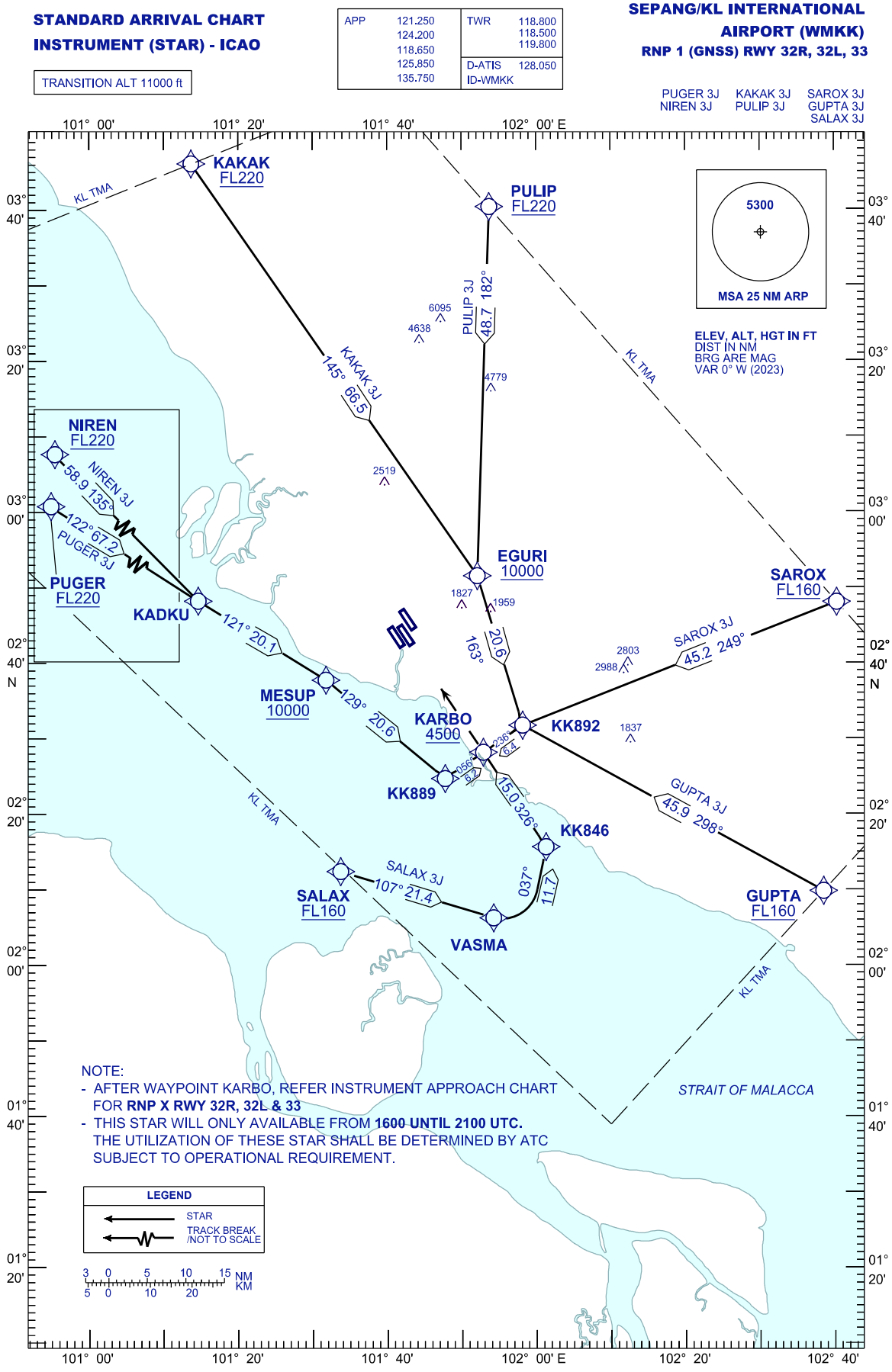
PUGER ONE JULIET ARRIVAL (PUGER 1J)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
IF	PUGER	-	-	-	-	-	-	-	RNP 1
TF	BORDU	-	095	-	36.3	-	-	-	RNP 1
TF	LIBKI	-	095	-	52.2	-	-	-	RNP 1
TF	VEKTO	-	139	-	45.3	R	-	-	RNP 1
TF	VASDU	-	153	-	20.3	R	-	@230	RNP 1
TF	NUGLA	-	250	-	5.3	R	+11000	@230	RNP 1
TF	KK841	-	192	-	5.9	L	-	-	RNP 1
TF	KK842	-	212	-	5.9	R	-	-	RNP 1
TF	KK843	-	232	-	5.9	R	-	-	RNP 1
TF	KK844	-	252	-	5.9	R	-	-	RNP 1
TF	KK845	-	272	-	5.9	R	-	@230	RNP 1
TF	SULDI	-	012	-	17.0	R	@6000	@210	RNP 1

NIREN ONE JULIET ARRIVAL (NIREN 1J)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
IF	NIREN	-	-	-	-	-	-	-	RNP 1
TF	BORDU	-	114	-	22.7	-	-	-	RNP 1
TF	LIBKI	-	095	-	52.2	-	-	-	RNP 1
TF	VEKTO	-	139	-	45.3	R	-	-	RNP 1
TF	VASDU	-	153	-	20.3	R	-	@230	RNP 1
TF	NUGLA	-	250	-	5.3	R	+11000	@230	RNP 1
TF	KK841	-	192	-	5.9	L	-	-	RNP 1
TF	KK842	-	212	-	5.9	R	-	-	RNP 1
TF	KK843	-	232	-	5.9	R	-	-	RNP 1
TF	KK844	-	252	-	5.9	R	-	-	RNP 1
TF	KK845	-	272	-	5.9	R	-	@230	RNP 1
TF	SULDI	-	012	-	17.0	R	@6000	@210	RNP 1

CHANGES: CHANGE COURSE & DISTANCE FOR PUGER TO BORDU & NIREN TO BORDU
DELETE TURN DIRECTION FOR LIBKI.



CHANGES : FREQUENCY ATIS TO D-ATIS ID-WMKK.

STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
11 000 FT

SEPANG/KL INTERNATIONAL
AIRPORT (WMKK)

RNP 1 (GNSS) RWY 32R, 32L, 33

PUGER 3J KAKAK 3J SAROX 3J
NIREN 3J PULIP 3J GUPTA 3J
SALAX 3J

TABULAR DESCRIPTION

PUGER THREE JULIET ARRIVAL (PUGER 3J)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
IF	PUGER	-	-	-	-	-	+FL220	-	RNP 1
TF	KADKU	-	122	-	67.2	-	-	-	RNP 1
TF	MESUP	-	121	-	20.1	-	+10000	-	RNP 1
TF	KK889	-	129	-	20.6	-	-	-	RNP 1
TF	KARBO	-	056	-	6.2	L	+4500	-	RNP 1

NIREN THREE JULIET ARRIVAL (NIREN 3J)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
IF	NIREN	-	-	-	-	-	+FL220	-	RNP 1
TF	KADKU	-	135	-	58.9	-	-	-	RNP 1
TF	MESUP	-	121	-	20.1	-	+10000	-	RNP 1
TF	KK889	-	129	-	20.6	-	-	-	RNP 1
TF	KARBO	-	056	-	6.2	L	+4500	-	RNP 1

KAKAK THREE JULIET ARRIVAL (KAKAK 3J)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
IF	KAKAK	-	-	-	-	-	+FL220	-	RNP 1
TF	EGURI	-	145	-	66.5	-	+10000	-	RNP 1
TF	KK892	-	163	-	20.6	R	-	-	RNP 1
TF	KARBO	-	236	-	6.4	R	+4500	-	RNP 1

PULIP THREE JULIET ARRIVAL (PULIP 3J)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
IF	PULIP	-	-	-	-	-	+FL220	-	RNP 1
TF	EGURI	-	182	-	48.7	-	+10000	-	RNP 1
TF	KK892	-	163	-	20.6	L	-	-	RNP 1
TF	KARBO	-	236	-	6.4	R	+4500	-	RNP 1

SAROX THREE JULIET ARRIVAL (SAROX 3J)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
IF	SAROX	-	-	-	-	-	+FL160	-	RNP 1
TF	KK892	-	249	-	45.2	-	-	-	RNP 1
TF	KARBO	-	236	-	6.4	-	+4500	-	RNP 1

CHANGES : NEW CHART.

STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO

APP	121.250 124.200 118.650 125.850 135.750	TWR	118.800 118.500 119.800
		D-ATIS ID-WMKK	128.050

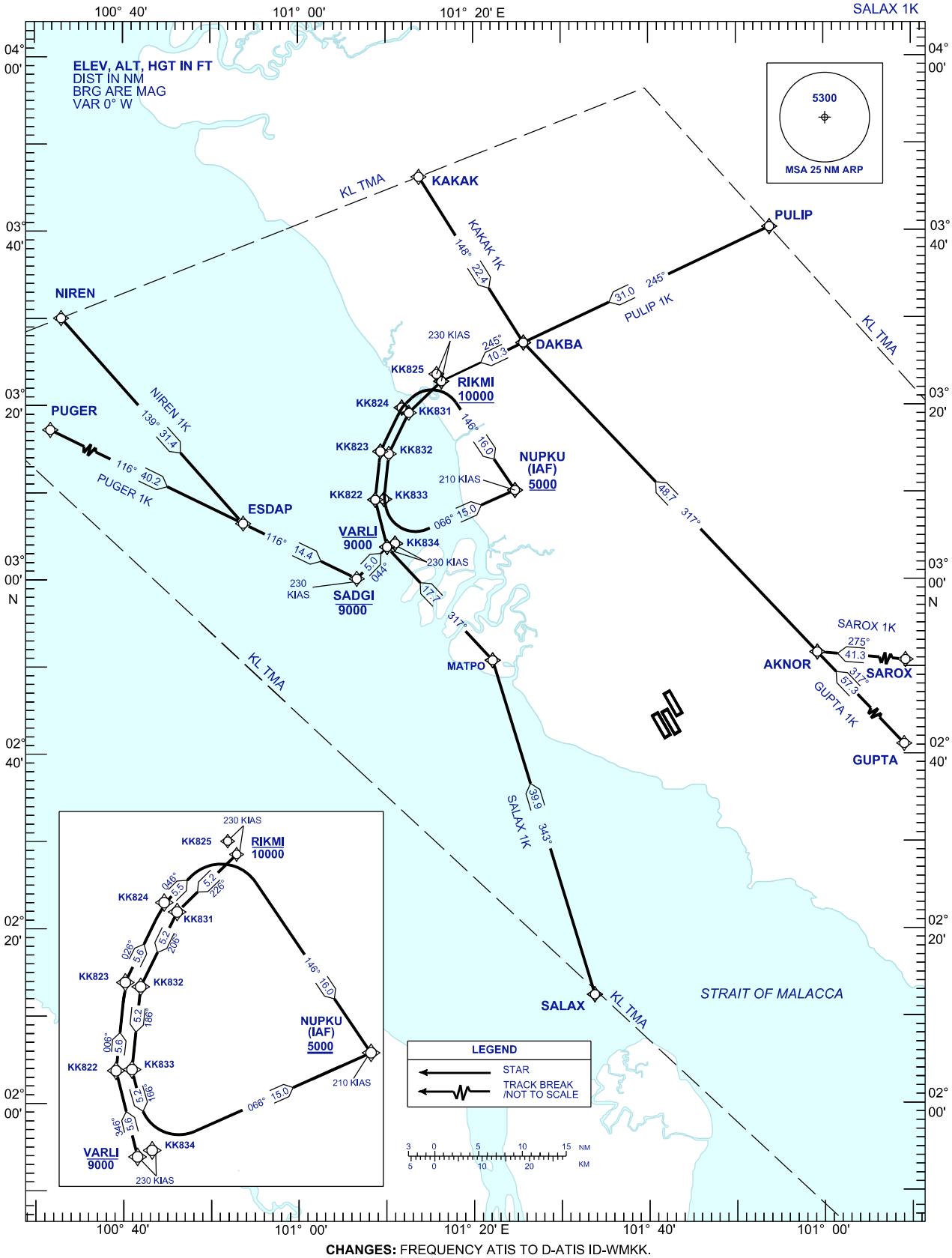
TRANSITION ALT 11000 ft

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)

RNAV(GNSS) RWY 14L, 14R, 15

PMS NORTH

PUGER 1K KAKAK 1K SAROX 1K
NIREN 1K PULIP 1K GUPTA 1K
SALAX 1K



CHANGES: FREQUENCY ATIS TO D-ATIS ID-WMKK.

STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
11000 FT

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)

RNAV (GNSS) RWY 14L, 14R, 15

PUGER 1K KAKAK 1K PMS NORTH
NIREN 1K PULIP 1K SAROX 1K
GUPTA 1K
SALAX 1K

TABULAR DESCRIPTION

PUGER ONE KILO ARRIVAL (PUGER 1K)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
IF	PUGER	-	-	-	-	-	-	-	RNP 1
TF	ESDAP	-	116	-	40.2	-	-	-	RNP 1
TF	SADGI	-	116	-	14.4	-	-9000	@230	RNP 1
TF	VARLI	-	044	-	5.0	L	-9000	@230	RNP 1
TF	KK822	-	346	-	5.6	L	-	-	RNP 1
TF	KK823	-	006	-	5.6	R	-	-	RNP 1
TF	KK824	-	026	-	5.6	R	-	-	RNP 1
TF	KK825	-	046	-	5.5	R	-	@230	RNP 1
TF	NUPKU	-	146	-	16.0	R	+5000	@210	RNP 1

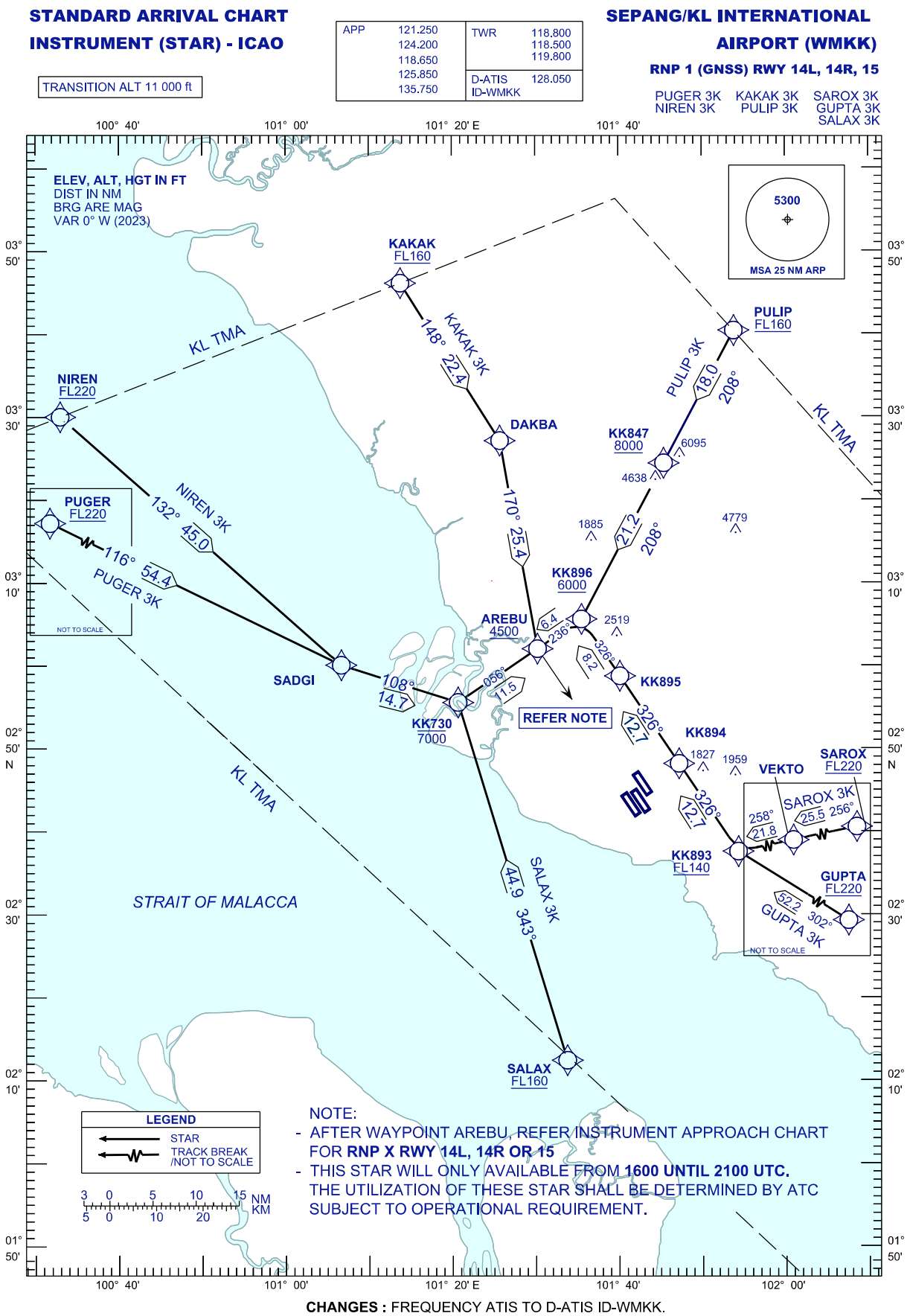
NIREN ONE KILO ARRIVAL (NIREN 1K)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
IF	NIREN	-	-	-	-	-	-	-	RNP 1
TF	ESDAP	-	139	-	31.4	-	-	-	RNP 1
TF	SADGI	-	116	-	14.4	L	-9000	@230	RNP 1
TF	VARLI	-	044	-	5.0	L	-9000	@230	RNP 1
TF	KK822	-	346	-	5.6	L	-	-	RNP 1
TF	KK823	-	006	-	5.6	R	-	-	RNP 1
TF	KK824	-	026	-	5.6	R	-	-	RNP 1
TF	KK825	-	046	-	5.5	R	-	@230	RNP 1
TF	NUPKU	-	146	-	16.0	R	+5000	@210	RNP 1

KAKAK ONE KILO ARRIVAL (KAKAK 1K)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
IF	KAKAK	-	-	-	-	-	-	-	RNP 1
TF	DAKBA	-	148	-	22.4	-	-	-	RNP 1
TF	RIKMI	-	245	-	10.3	R	+10000	@230	RNP 1
TF	KK831	-	226	-	5.2	L	-	-	RNP 1
TF	KK832	-	206	-	5.2	L	-	-	RNP 1
TF	KK833	-	186	-	5.2	L	-	-	RNP 1
TF	KK834	-	166	-	5.2	L	-	@230	RNP 1
TF	NUPKU	-	066	-	15.0	L	+5000	@210	RNP 1

CHANGES: CHANGE DISTANCE FOR ESDAP



CHANGES : FREQUENCY ATIS TO D-ATIS ID-WMKK.

STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
11 000 FT

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)

RNP 1 (GNSS) RWY 14L, 14R, 15

PUGER 3K KAKAK 3K SAROX 3K
NIREN 3K PULIP 3K GUPTA 3K
SALAX 3K

TABULAR DESCRIPTION

PUGER THREE KILO ARRIVAL (PUGER 3K)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
IF	PUGER	-	-	-	-	-	+FL220	-	RNP 1
TF	SADGI	-	116	-	54.4	-	-	-	RNP 1
TF	KK730	-	108	-	14.7	-	-7000	-	RNP 1
TF	AREBU	-	056	-	11.5	L	+4500	-	RNP 1

NIREN THREE KILO ARRIVAL (NIREN 3K)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
IF	NIREN	-	-	-	-	-	+FL220	-	RNP 1
TF	SADGI	-	132	-	45.0	-	-	-	RNP 1
TF	KK730	-	108	-	14.7	L	-7000	-	RNP 1
TF	AREBU	-	056	-	11.5	L	+4500	-	RNP 1

KAKAK THREE KILO ARRIVAL (KAKAK 3K)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
IF	KAKAK	-	-	-	-	-	+FL160	-	RNP 1
TF	DAKBA	-	148	-	22.4	-	-	-	RNP 1
TF	AREBU	-	170	-	25.4	R	+4500	-	RNP 1

PULIP THREE KILO ARRIVAL (PULIP 3K)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
IF	PULIP	-	-	-	-	-	+FL160	-	RNP 1
TF	KK847	-	208	-	18.0	-	+8000	-	RNP 1
TF	KK896	-	208	-	21.2	-	+6000	-	RNP 1
TF	AREBU	-	236	-	6.4	R	+4500	-	RNP 1

SAROX THREE KILO ARRIVAL (SAROX 3K)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
IF	SAROX	-	-	-	-	-	+FL220	-	RNP 1
TF	VEKTO	-	256	-	25.5	-	-	-	RNP 1
TF	KK893	-	258	-	21.8	-	+FL140	-	RNP 1
TF	KK894	-	326	-	12.7	R	-	-	RNP 1
TF	KK895	-	326	-	12.7	-	-	-	RNP 1
TF	KK896	-	326	-	8.2	-	+6000	-	RNP 1
TF	AREBU	-	236	-	6.4	L	+4500	-	RNP 1

CHANGES : REMOVE DAKBA ALTITUDE.

STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
11 000 FT

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)

RNP 1 (GNSS) RWY 14L, 14R, 15

PUGER 3K
NIREN 3K
KAKAK 3K
PULIP 3K
SAROX 3K
GUPTA 3K
SALAX 3K

GUPTA THREE KILO ARRIVAL (GUPTA 3K)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
IF	GUPTA	-	-	-	-	-	+FL220	-	RNP 1
TF	KK893	-	302	-	52.2	-	+FL140	-	RNP 1
TF	KK894	-	326	-	12.7	R	-	-	RNP 1
TF	KK895	-	326	-	12.7	-	-	-	RNP 1
TF	KK896	-	326	-	8.2	-	+6000	-	RNP 1
TF	AREBU	-	236	-	6.4	L	+4500	-	RNP 1

SALAX THREE KILO ARRIVAL (SALAX 3K)

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
IF	SALAX	-	-	-	-	-	+FL160	-	RNP 1
TF	KK730	-	343	-	44.9	-	-7000	-	RNP 1
TF	AREBU	-	056	-	11.5	R	+4500	-	RNP 1

WAYPOINT LIST

WAYPOINT IDENTIFIER	COORDINATES
AREBU	03°02'02.35" N 101°30'11.55" E
DAKBA	03°27'08.65" N 101°25'41.53" E
GUPTA	02°09'47.88" N 102°38'30.12" E
KAKAK	03°46'09.69" N 101°13'46.90" E
KK730	02°55'34.28" N 101°20'39.03" E
KK893	02°37'34.68" N 101°54'15.25" E
KK894	02°48'10.35" N 101°47'09.09" E
KK895	02°58'44.55" N 101°40'03.98" E
KK896	03°05'36.58" N 101°35'27.70" E
NIREN	03°30'03.71" N 100°32'54.94" E
PUGER	03°23'59.00" N 100°17'31.00" E
PULIP	03°40'23.88" N 101°53'48.12" E
SADGI	03°00'05.37" N 101°06'38.01" E
SALAX	02°12'24.12" N 101°33'47.88" E
SAROX	02°48'02.16" N 102°40'18.84" E
VEKTO	02°42'00.52" N 102°15'34.55" E
KK847	03°24'25.00" N 101°45'22.31" E

CHANGES : AT WAYPOINT LIST ADD KK847 POINT.

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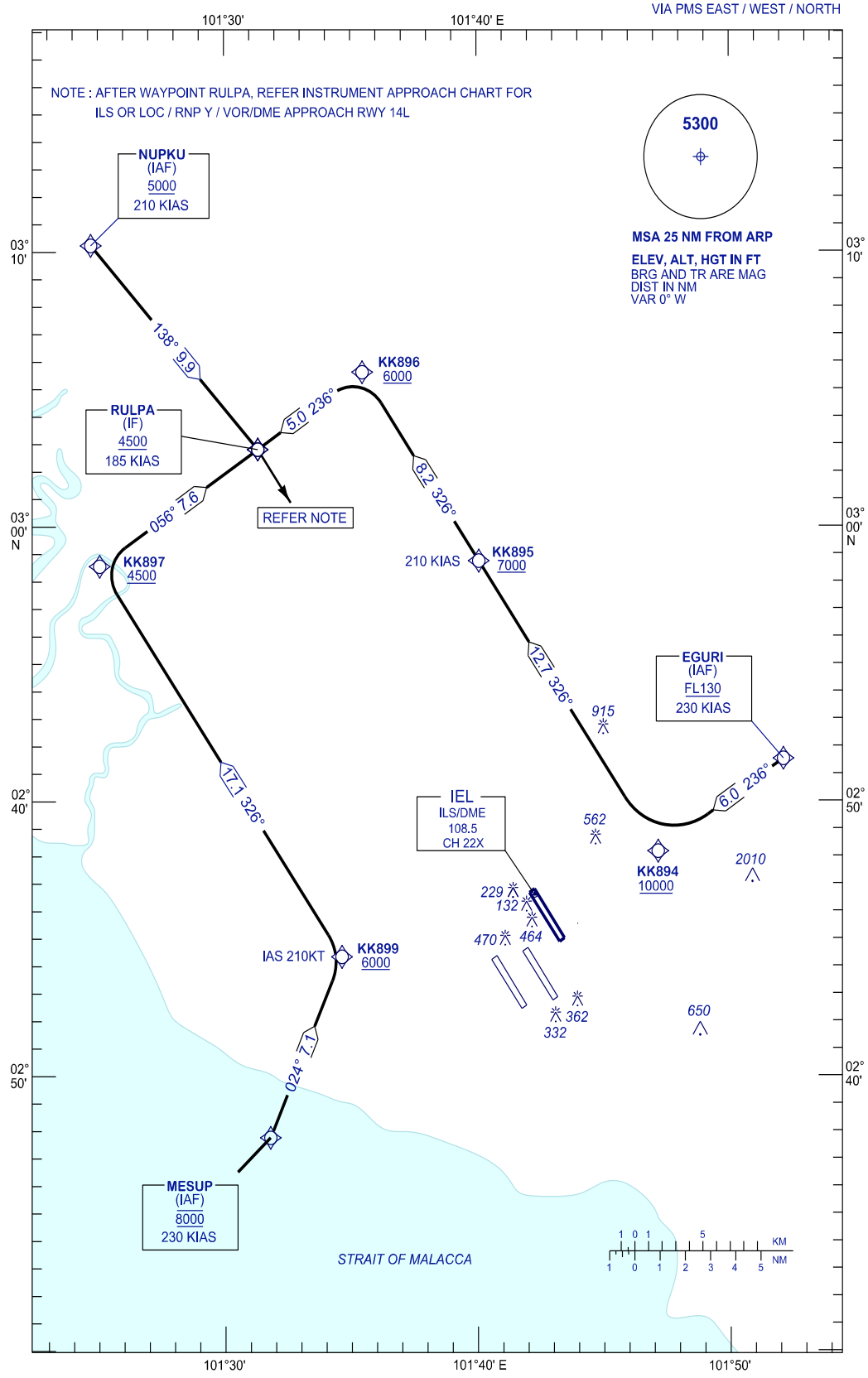
INITIAL APPROACH CHART

TRANSITION ALT 11000
AERODROME ELEV 69 ft

APP	121.250 124.200 118.650 125.850 135.750	TWR	118.800
		GND	121.650
		D-ATIS ID-WMKK	128.050

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)
RWY 14L

INITIAL APPROACH PROCEDURE
VIA PMS EAST / WEST / NORTH



CHANGES : FREQUENCY ATIS TO D-ATIS ID-WMKK.

INITIAL APPROACH CHART

TRANSITION ALT 11000
AERODROME ELEV 69 FT

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)
RWY 14L

INITIAL APPROACH PROCEDURE
VIA PMS EAST / WEST / NORTH

TABULAR DESCRIPTION

EGURI TRANSITION

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
IF	EGURI	-	-	-	-	-	+FL130	@230	RNP 1
TF	KK894	-	236	-	6.0	-	+10000	-	RNP 1
TF	KK895	-	326	-	12.7	R	+7000	@210	RNP 1
TF	KK896	-	326	-	8.2	-	+6000	-	RNP 1
TF	RULPA	-	236	-	5.0	L	+4500	@185	RNP 1

NUPKU TRANSITION

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
IF	NUPKU	-	-	-	-	-	+5000	@210	RNP 1
TF	RULPA	-	138	-	9.9	-	+4500	@185	RNP 1

MESUP TRANSITION

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
IF	MESUP	-	-	-	-	-	@8000	@230	RNP 1
TF	KK899	-	024	-	7.1	-	+6000	@210	RNP 1
TF	KK897	-	326	-	17.1	L	+4500	-	RNP 1
TF	RULPA	-	056	-	7.6	R	+4500	@185	RNP 1

WAYPOINT LIST

WAYPOINT IDENTIFIER	LATITUDE/LONGITUDE (WGS84)
EGURI	02°51'32.37" N 101°52'07.20" E
MESUP	02°37'45.17" N 101°31'47.07" E
NUPKU	03°10'13.98" N 101°24'42.97" E
RULPA	03°02'48.18" N 101°31'19.18" E
KK894	02°48'10.35" N 101°47'09.09" E
KK895	02°58'44.55" N 101°40'03.98" E
KK896	03°05'36.58" N 101°35'27.70" E
KK897	02°58'33.20" N 101°25'02.96" E
KK899	02°44'20.05" N 101°34'37.13" E

CHANGES : REMOVE RNAV (GNSS) FROM CHART TITLE.

INITIAL APPROACH CHART

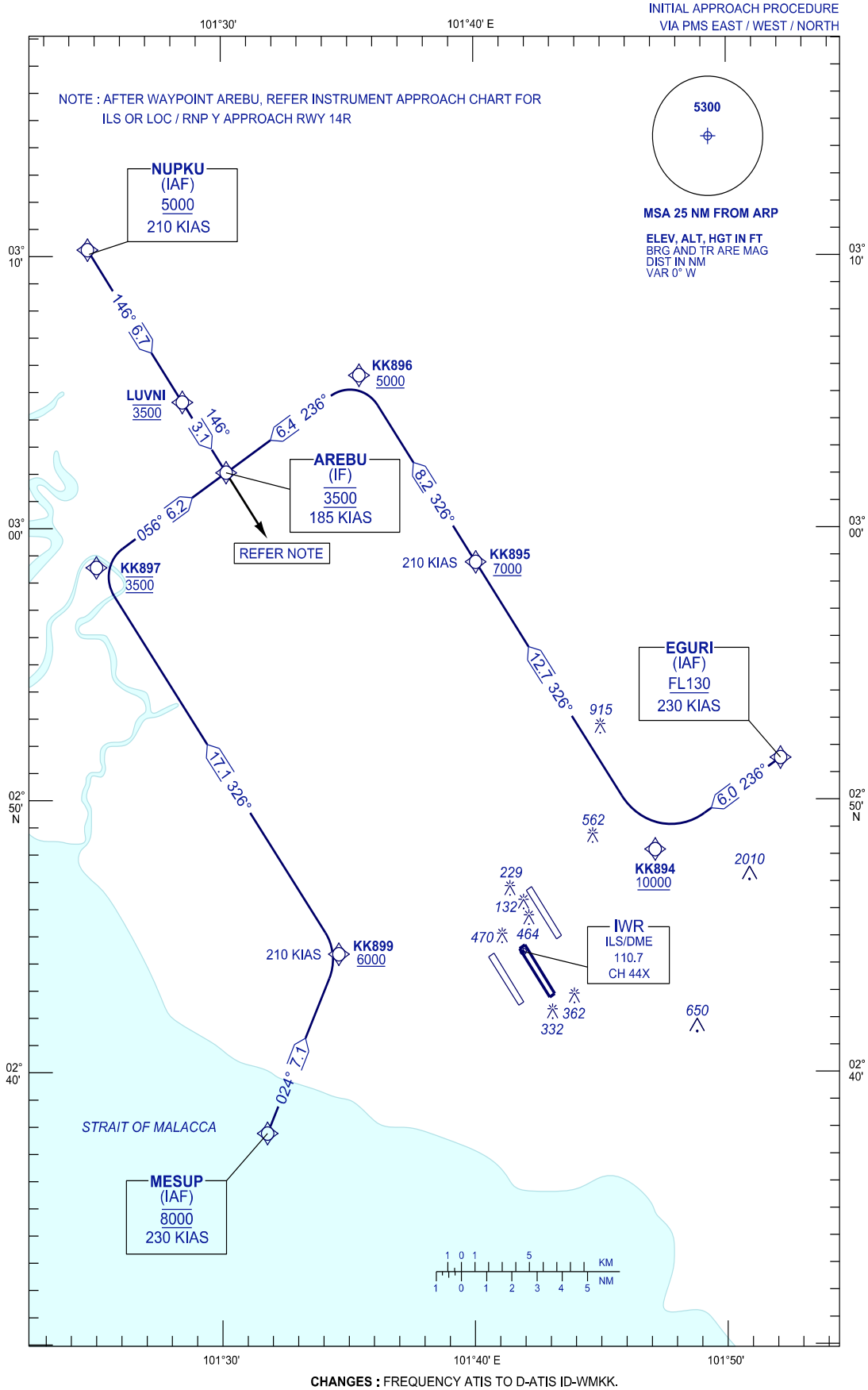
TRANSITION ALT 11000
AERODROME ELEV 69 ft

APP	121.250 124.200 118.650 125.850 135.750	TWR	118.500
		GND	121.800 122.525
		D-ATIS ID-WMKK	128.050

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)

RWY 14R

INITIAL APPROACH PROCEDURE
VIA PMS EAST / WEST / NORTH



CHANGES : FREQUENCY ATIS TO D-ATIS ID-WMKK.

INITIAL APPROACH CHART

TRANSITION ALT 11000
AERODROME ELEV 69 FT

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)
RWY 14R

INITIAL APPROACH PROCEDURE
VIA PMS EAST / WEST / NORTH

TABULAR DESCRIPTION

EGURI TRANSITION

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
IF	EGURI	-	-	-	-	-	+FL130	@230	RNP 1
TF	KK894	-	236	-	6.0	-	+10000	-	RNP 1
TF	KK895	-	326	-	12.7	R	+7000	@210	RNP 1
TF	KK896	-	326	-	8.2	-	+5000	-	RNP 1
TF	AREBU	-	236	-	6.4	L	@3500	@185	RNP 1

NUPKU TRANSITION

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
IF	NUPKU	-	-	-	-	-	+5000	@210	RNP 1
TF	LUVNI	-	146	-	6.7	-	@3500	-	RNP 1
TF	AREBU	-	146	-	3.1	-	@3500	@185	RNP 1

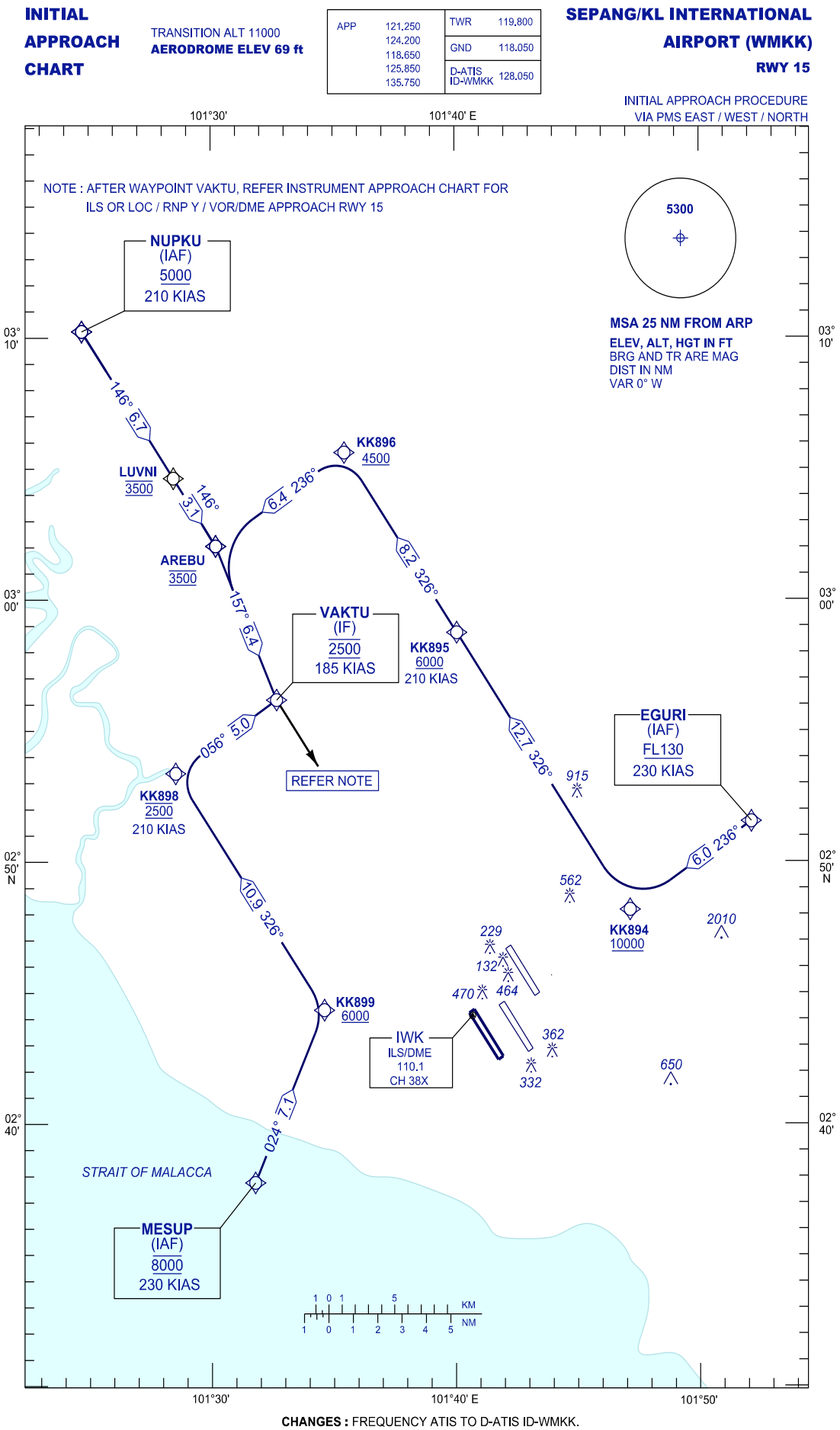
MESUP TRANSITION

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
IF	MESUP	-	-	-	-	-	@8000	@230	RNP 1
TF	KK899	-	024	-	7.1	-	+6000	@210	RNP 1
TF	KK897	-	326	-	17.1	L	@3500	-	RNP 1
TF	AREBU	-	056	-	6.2	R	@3500	@185	RNP 1

WAYPOINT LIST

WAYPOINT IDENTIFIER	LATITUDE/LONGITUDE (WGS84)
AREBU	03°02'02.35" N 101°30'11.55" E
EGURI	02°51'32.37" N 101°52'07.20" E
LUVNI	03°04'37.57" N 101°28'27.82" E
MESUP	02°37'45.17" N 101°31'47.07" E
NUPKU	03°10'13.98" N 101°24'42.97" E
KK894	02°48'10.35" N 101°47'09.09" E
KK895	02°58'44.55" N 101°40'03.98" E
KK896	03°05'36.58" N 101°35'27.70" E
KK897	02°58'33.20" N 101°25'02.96" E
KK899	02°44'20.05" N 101°34'37.13" E

CHANGES : REMOVE RNAV (GNSS) FROM CHART TITLE.



CHANGES : FREQUENCY ATIS TO D-ATIS ID-WMKK.

INITIAL APPROACH CHART

TRANSITION ALT 11000
AERODROME ELEV 69 FT

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)
RWY 15

INITIAL APPROACH PROCEDURE
VIA PMS EAST / WEST / NORTH

TABULAR DESCRIPTION

EGURI TRANSITION

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
IF	EGURI	-	-	-	-	-	+FL130	@230	RNP 1
TF	KK894	-	236	-	6.0	-	+10000	-	RNP 1
TF	KK895	-	326	-	12.7	R	+6000	@210	RNP 1
TF	KK896	-	326	-	8.2	-	+4500	-	RNP 1
TF	AREBU	-	236	-	6.4	L	@3500	-	RNP 1
TF	VAKTU	-	157	-	6.4	L	@2500	@185	RNP 1

NUPKU TRANSITION

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
IF	NUPKU	-	-	-	-	-	+5000	@210	RNP 1
TF	LUVNI	-	146	-	6.7	-	@3500	-	RNP 1
TF	AREBU	-	146	-	3.1	-	@3500	-	RNP 1
TF	VAKTU	-	157	-	6.4	R	@2500	@185	RNP 1

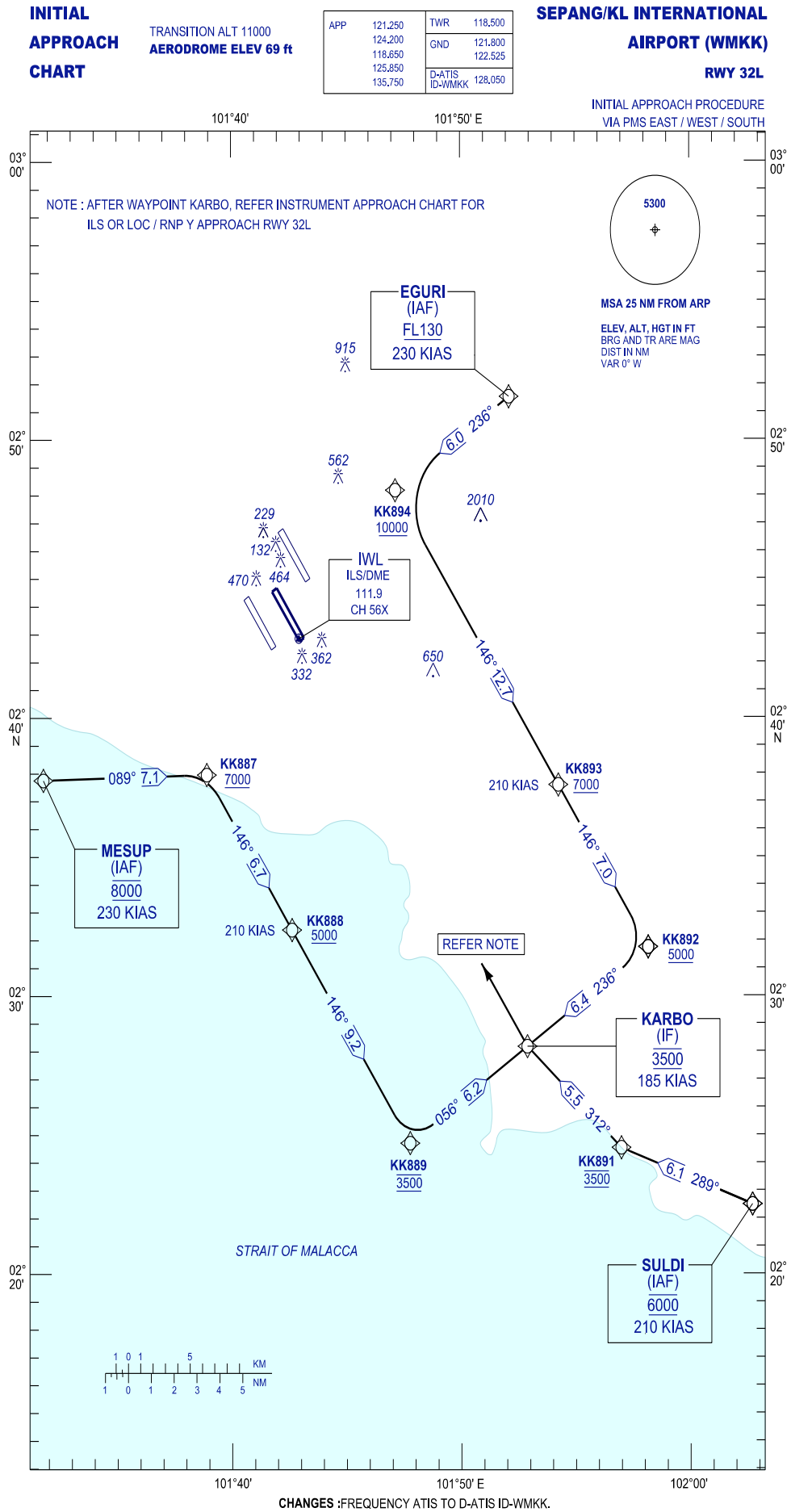
MESUP TRANSITION

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
IF	MESUP	-	-	-	-	-	@8000	@230	RNP 1
TF	KK899	-	024	-	7.1	-	+6000	-	RNP 1
TF	KK898	-	326	-	10.9	L	@2500	@210	RNP 1
TF	VAKTU	-	056	-	5.0	R	@2500	@185	RNP 1

WAYPOINT LIST

WAYPOINT IDENTIFIER	LATITUDE/LONGITUDE (WGS84)
AREBU	03°02'02.35" N 101°30'11.55" E
EGURI	02°51'32.37" N 101°52'07.20" E
LUVNI	03°04'37.57" N 101°28'27.82" E
MESUP	02°37'45.17" N 101°31'47.07" E
NUPKU	03°10'13.98" N 101°24'42.97" E
VAKTU	02°56'10.18" N 101°32'40.70" E
KK894	02°48'10.35" N 101°47'09.09" E
KK895	02°58'44.55" N 101°40'03.98" E
KK896	03°05'36.58" N 101°35'27.70" E
KK898	02°53'21.91" N 101°28'32.50" E
KK899	02°44'20.05" N 101°34'37.13" E

CHANGES : REMOVE RNAV (GNSS) FROM CHART TITLE.



CHANGES :FREQUENCY ATIS TO D-ATIS ID-WMKK.

INITIAL APPROACH CHART

TRANSITION ALT 11000
AERODROME ELEV 69 FT

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)
RWY 32L

INITIAL APPROACH PROCEDURE
VIA PMS EAST / WEST / SOUTH

TABULAR DESCRIPTION

EGURI TRANSITION

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
IF	EGURI	-	-	-	-	-	+FL130	@230	RNP 1
TF	KK894	-	236	-	6.0	-	+10000	-	RNP 1
TF	KK893	-	146	-	12.7	L	+7000	@210	RNP 1
TF	KK892	-	146	-	7.0	-	+5000	-	RNP 1
TF	KARBO	-	236	-	6.4	R	@3500	@185	RNP 1

SULDI TRANSITION

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
IF	SULDI	-	-	-	-	-	@6000	@210	RNP 1
TF	KK891	-	289	-	6.1	-	@3500	-	RNP 1
TF	KARBO	-	312	-	5.5	R	@3500	@185	RNP 1

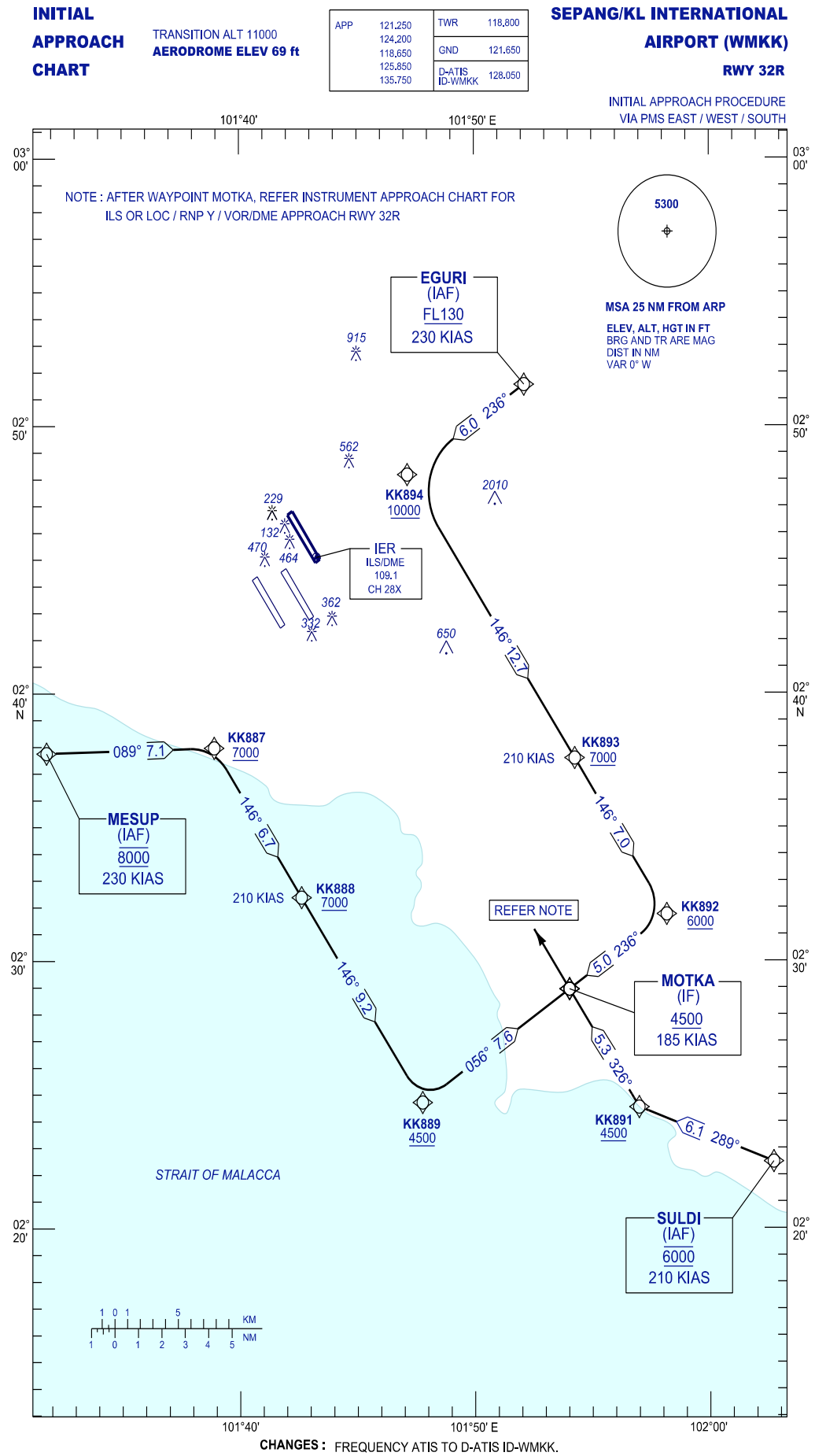
MESUP TRANSITION

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
IF	MESUP	-	-	-	-	-	@8000	@230	RNP 1
TF	KK887	-	089	-	7.1	-	+7000	-	RNP 1
TF	KK888	-	146	-	6.7	R	+5000	@210	RNP 1
TF	KK889	-	146	-	9.2	-	@3500	-	RNP 1
TF	KARBO	-	056	-	6.2	L	@3500	@185	RNP 1

WAYPOINT LIST

WAYPOINT IDENTIFIER	LATITUDE/LONGITUDE (WGS84)
EGURI	02°51'32.37" N 101°52'07.20" E
KARBO	02°28'10.18" N 101°52'53.48" E
MESUP	02°37'45.17" N 101°31'47.07" E
SULDI	02°22'29.76" N 102°02'42.37" E
KK887	02°37'56.96" N 101°38'54.86" E
KK888	02°32'21.91" N 101°42'37.51" E
KK889	02°24'41.67" N 101°47'46.09" E
KK891	02°24' 31.47" N 101°56'59.06" E
KK892	02°31'44.70" N 101°58'09.82" E
KK893	02°37'34.68" N 101°54'15.25" E
KK894	02°48'10.35" N 101°47'09.09" E

CHANGES : REMOVE RNAV (GNSS) FROM CHART TITLE.



CHANGES : FREQUENCY ATIS TO D-ATIS ID-WMKK.

INITIAL APPROACH CHART

TRANSITION ALT 11000
AERODROME ELEV 69 FT

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)
RWY 32R

INITIAL APPROACH PROCEDURE
VIA PMS EAST / WEST / SOUTH

TABULAR DESCRIPTION

EGURI TRANSITION

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
IF	EGURI	-	-	-	-	-	+FL130	@230	RNP 1
TF	KK894	-	236	-	6.0	-	+10000	-	RNP 1
TF	KK893	-	146	-	12.7	L	+7000	@210	RNP 1
TF	KK892	-	146	-	7.0	-	+6000	-	RNP 1
TF	MOTKA	-	236	-	5.0	R	+4500	@185	RNP 1

SULDI TRANSITION

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
IF	SULDI	-	-	-	-	-	@6000	@210	RNP 1
TF	KK891	-	289	-	6.1	-	+4500	-	RNP 1
TF	MOTKA	-	326	-	5.3	R	+4500	@185	RNP 1

MESUP TRANSITION

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
IF	MESUP	-	-	-	-	-	@8000	@230	RNP 1
TF	KK887	-	089	-	7.1	-	+7000	-	RNP 1
TF	KK888	-	146	-	6.7	R	+7000	@210	RNP 1
TF	KK889	-	146	-	9.2	-	+4500	-	RNP 1
TF	MOTKA	-	056	-	7.6	L	+4500	@185	RNP 1

WAYPOINT LIST

WAYPOINT IDENTIFIER	LATITUDE/LONGITUDE (WGS84)
EGURI	02°51'32.37" N 101°52'07.20" E
MESUP	02°37'45.17" N 101°31'47.07" E
MOTKA	02°28'56.31" N 101°54'01.52" E
SULDI	02°22'29.76" N 102°02'42.37" E
KK887	02°37'56.96" N 101°38'54.86" E
KK888	02°32'21.91" N 101°42'37.51" E
KK889	02°24'41.67" N 101°47'46.09" E
KK891	02°24'31.47" N 101°56'59.06" E
KK892	02°31'44.70" N 101°58'09.82" E
KK893	02°37'34.68" N 101°54'15.25" E
KK894	02°48'10.35" N 101°47'09.09" E

CHANGES : REMOVE RNAV (GNSS) FROM CHART TITLE.

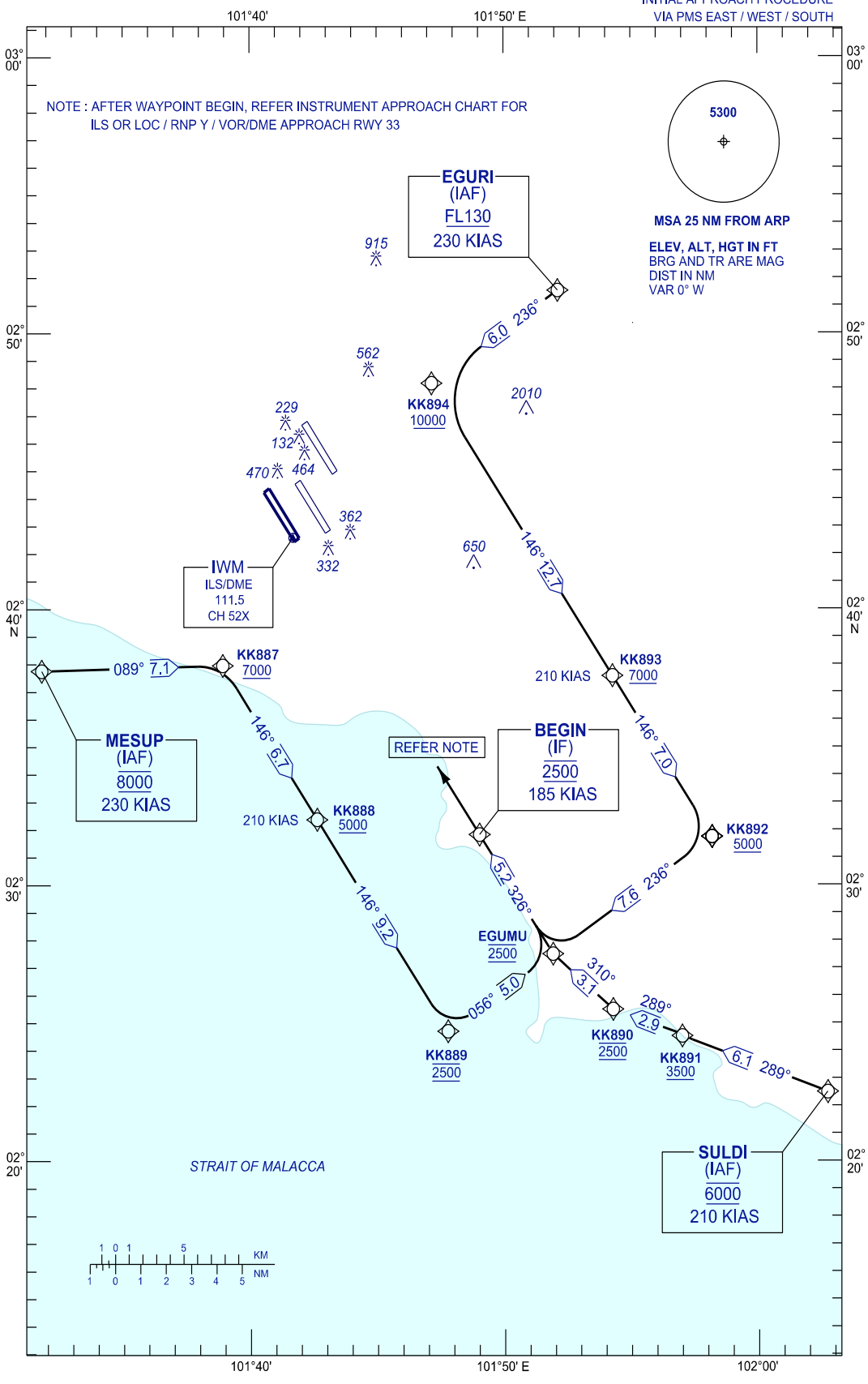
INITIAL APPROACH CHART

TRANSITION ALT 11000
AERODROME ELEV 69 ft

APP	121.250 124.200 118.650 125.850 135.750	TWR	119.800
		GND	118.050
		D-ATIS ID-WMKK	128.050

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)
RWY 33

INITIAL APPROACH PROCEDURE
VIA PMS EAST / WEST / SOUTH



CHANGES : FREQUENCY ATIS TO D-ATIS ID-WMKK.

INITIAL APPROACH CHART

TRANSITION ALT 11000
AERODROME ELEV 69 FT

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)
RWY 33

INITIAL APPROACH PROCEDURE
VIA PMS EAST / WEST / SOUTH

TABULAR DESCRIPTION

EGURI TRANSITION

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
IF	EGURI	-	-	-	-	-	+FL130	@230	RNP 1
TF	KK894	-	236	-	6.0	-	+10000	-	RNP 1
TF	KK893	-	146	-	12.7	L	+7000	@210	RNP 1
TF	KK892	-	146	-	7.0	-	+5000	-	RNP 1
TF	EGUMU	-	236	-	7.6	R	@2500	-	RNP 1
TF	BEGIN	-	326	-	5.2	R	@2500	@185	RNP 1

SULDI TRANSITION

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
IF	SULDI	-	-	-	-	-	@6000	@210	RNP 1
TF	KK891	-	289	-	6.1	-	+3500	-	RNP 1
TF	KK890	-	289	-	2.9	-	@2500	-	RNP 1
TF	EGUMU	-	310	-	3.1	R	@2500	-	RNP 1
TF	BEGIN	-	326	-	5.2	R	@2500	@185	RNP 1

MESUP TRANSITION

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE °M	MAGNETIC VARIATION	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	NAVIGATION SPECIFICATION
IF	MESUP	-	-	-	-	-	@8000	@230	RNP 1
TF	KK887	-	089	-	7.1	-	+7000	-	RNP 1
TF	KK888	-	146	-	6.7	R	+5000	@210	RNP 1
TF	KK889	-	146	-	9.2	-	@2500	-	RNP 1
TF	EGUMU	-	056	-	5.0	L	@2500	-	RNP 1
TF	BEGIN	-	326	-	5.2	L	@2500	@185	RNP 1

WAYPOINT LIST

WAYPOINT IDENTIFIER	LATITUDE/LONGITUDE (WGS84)
BEGIN	02°31'50.16" N 101°49'00.84" E
EGUMU	02°27'29.91" N 101°51'54.13" E
EGURI	02°51'32.37" N 101°52'07.20" E
MESUP	02°37'45.17" N 101°31'47.07" E
SULDI	02°22'29.76" N 102°02'42.37" E
KK892	02°31'44.70" N 101°58'09.82" E
KK887	02°37'56.96" N 101°38'54.86" E
KK888	02°32'21.91" N 101°42'37.51" E
KK889	02°24'41.67" N 101°47'46.09" E
KK890	02°25'29.34" N 101°54'15.80" E
KK891	02°24'31.47" N 101°56'59.06" E
KK893	02°37'34.68" N 101°54'15.25" E
KK894	02°48'10.35" N 101°47'09.09" E

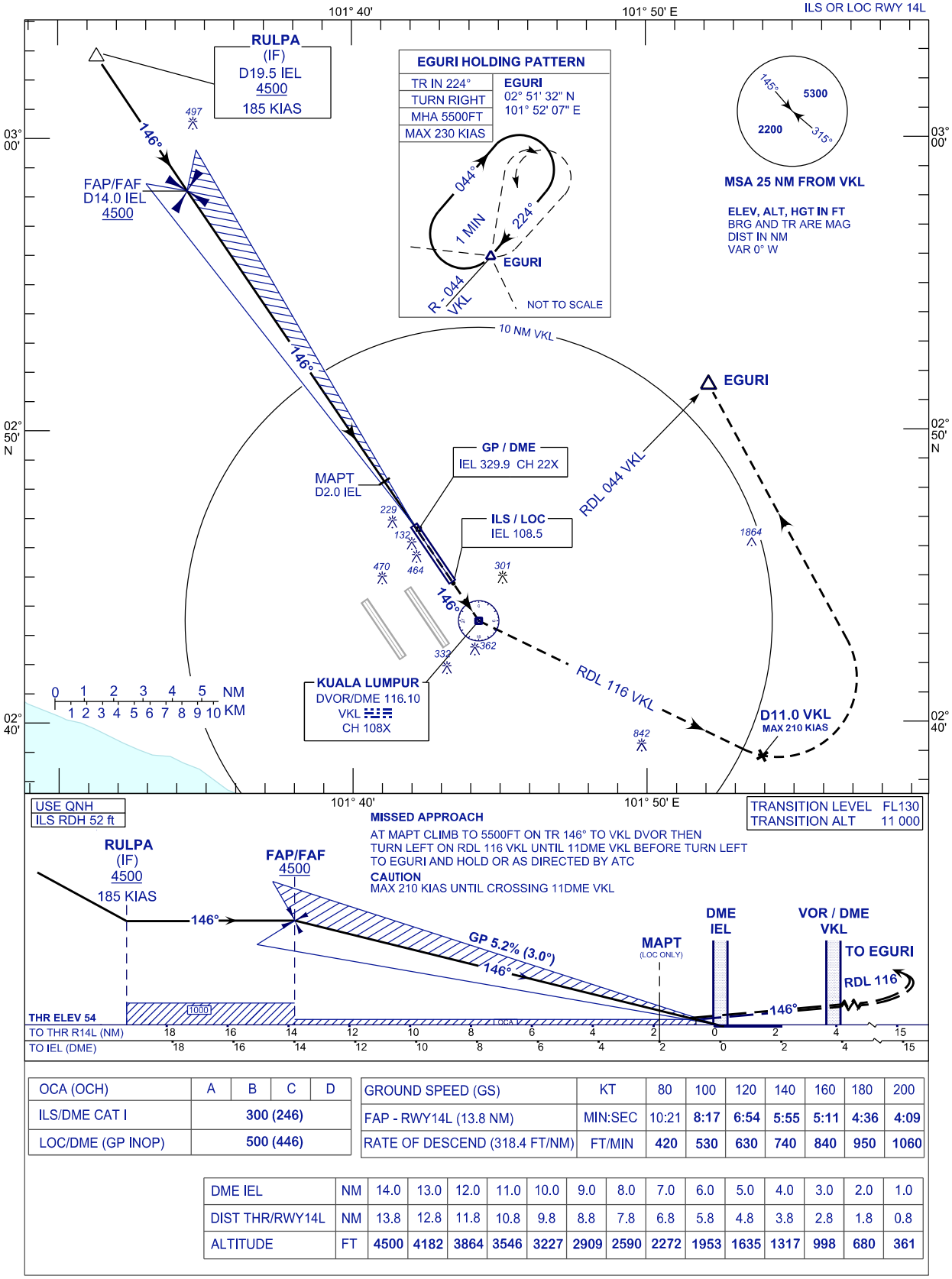
CHANGES : REMOVE RNAV (GNSS) FROM CHART TITLE.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 69 ft
HEIGHT RELATED TO
THR RWY 14L - ELEV 54 ft

APP	TWR	SMC	D-ATIS
118.65 120.35 135.75	118.80	121.65	ID-WMKK 128.05

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)



OCA (OCH)	A	B	C	D
ILS/DME CAT I	300 (246)			
LOC/DME (GP INOP)	500 (446)			

GROUND SPEED (GS)	KT	80	100	120	140	160	180	200
FAP - RWY14L (13.8 NM)	MIN:SEC	10:21	8:17	6:54	5:55	5:11	4:36	4:09
RATE OF DESCEND (318.4 FT/NM)	FT/MIN	420	530	630	740	840	950	1060

DME IEL	NM	14.0	13.0	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
DIST THR/RWY14L	NM	13.8	12.8	11.8	10.8	9.8	8.8	7.8	6.8	5.8	4.8	3.8	2.8	1.8	0.8
ALTITUDE	FT	4500	4182	3864	3546	3227	2909	2590	2272	1953	1635	1317	998	680	361

CHANGES : FREQUENCY ATIS TO D-ATIS ID-WMKK.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 69 FT
HEIGHT RELATED TO
THR RWY 14L - ELEV 54 FT

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)

ILS OR LOC RWY 14L

AERONAUTICAL DATA TABULATION

FIX / POINT / NAVAID		COORDINATES
VKL DVOR/DME	116.10MHz / CH108x	02°43'28.00"N 101°44'17.00"E
IEL GP/DME	329.90MHz / CH22x	02°46'36.60"N 101°42'15.30"E
IEL ILS/LOC	108.50MHz	02°44'44.99"N 101°43'25.57"E
RULPA (IF)	19.5 DME IEL	03°02'48.18"N 101°31'19.18"E
FAP / FAF	14.0 DME IEL	02°58'12.00"N 101°34'23.70"E
EGURI (MAHF)	RDL 044 VKL / 11.2 DME	02°51'32.37"N 101°52'07.20"E

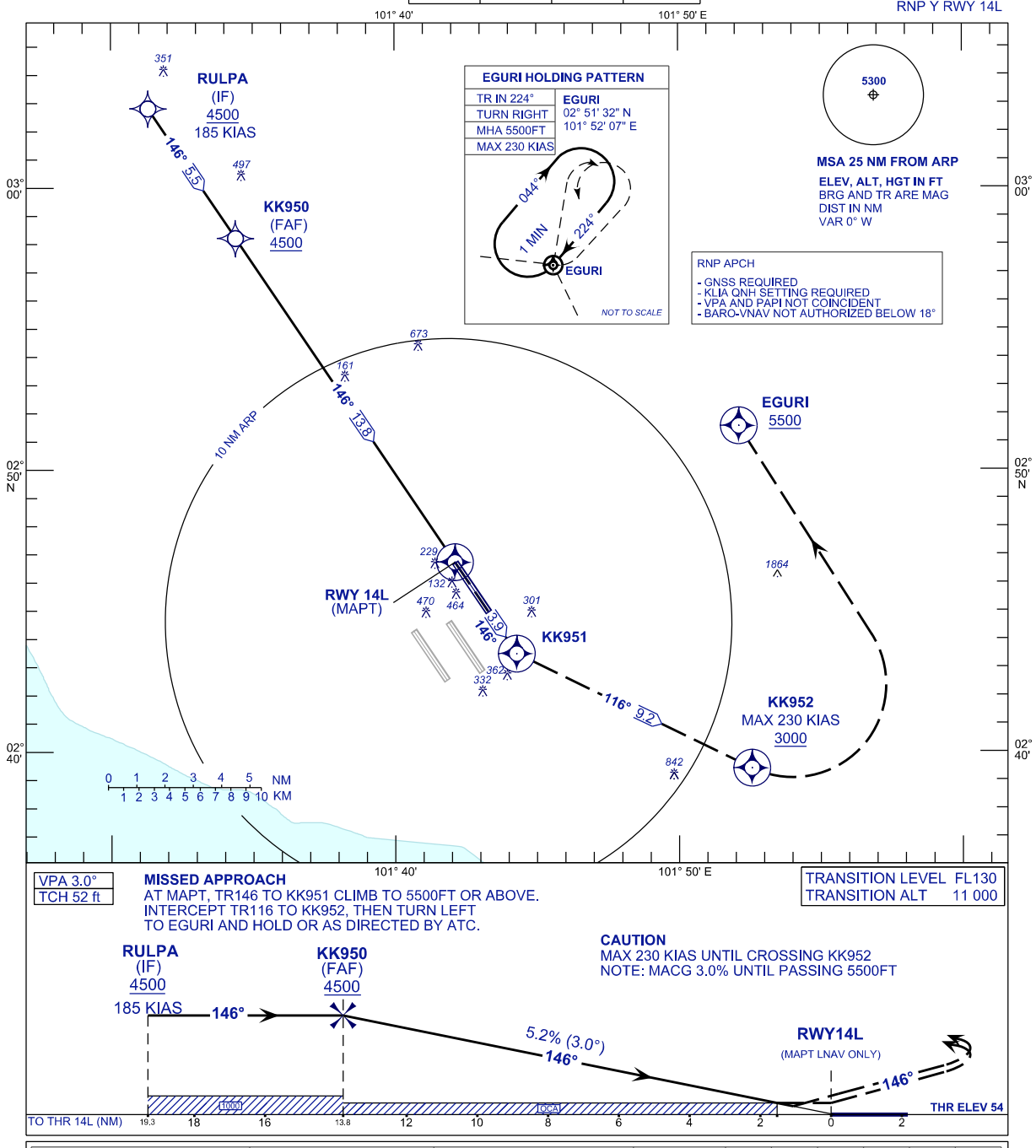
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 69 ft
HEIGHT RELATED TO
THR RWY 14L - ELEV 54 ft

APP	TWR	SMC	D-ATIS
118.65 120.35 135.75	118.80	121.65	ID-WMKK 128.05

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)

RNP Y RWY 14L



VPA 3.0°
TCH 52 ft

MISSED APPROACH
AT MAPT, TR146 TO KK951 CLIMB TO 5500FT OR ABOVE.
INTERCEPT TR116 TO KK952, THEN TURN LEFT
TO EGURI AND HOLD OR AS DIRECTED BY ATC.

TRANSITION LEVEL FL130
TRANSITION ALT 11 000

CAUTION
MAX 230 KIAS UNTIL CROSSING KK952
NOTE: MACG 3.0% UNTIL PASSING 5500FT

STRAIGHT - IN APPROACH		OCA (OCH)				GROUND SPEED (GS)		KNOTS	80	100	120	140	160	180
CATEGORY OF AIRCRAFT		A	B	C	D	FAF - RWY14L (13.8 NM)		MIN:SEC	**10:21**	**8:17**	**6:54**	**5:55**	**5:11**	**4:36**
LNAV / VNAV	3.0% MACG①	**440** (386)				RATE OF DESCENT (318.5 FT/NM)		FT/MIN	**420**	**530**	**630**	**740**	**840**	**950**
	2.5% MACG	**840** (786)				DIST THR / RWY14L	NM	13.8	12.8	11.8	10.8	9.8	8.8	7.8	6.8
LNAV	3.0% MACG①	**590** (536)				ALTITUDE	FT	**4500**	**4180**	**3862**	**3543**	**3225**	**2906**	**2588**	**2270**
	2.5% MACG	**1100** (1046)				DIST THR / RWY14L	NM	5.8	4.8	3.8	2.8	1.8	0.8		
						ALTITUDE	FT	**1951**	**1633**	**1314**	**996**	**677**	**359**		

MACG - MISSED APPROACH CLIMB GRADIENT
① IF UNABLE TO MAINTAIN A 3.0% MACG, USE LNAV OR LNAV / VNAV 2.5% OCA

CHANGES : FREQUENCY ATIS TO D-ATIS ID-WMKK.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 69 FT
HEIGHT RELATED TO
THR RWY 14L - ELEV 54 FT

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)

RNP Y RWY 14L

TABULAR DESCRIPTION

SEQ	PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE / TRACK (M)	DISTANCE (NM)	TURN DIRECTION	ALTITUDE	SPEED LIMIT (KT)	RECOMMENDED NAVAID	VPA / TCH	NAVIGATION SPECIFICATION
01	IF	RULPA (IF)	N	-	-	-	+ 4500	@185	-	-	RNP APCH
02	TF	KK950 (FAF)	N	146°	5.5	-	+ 4500	-	-	-	RNP APCH
03	TF	RWY 14L (MAPT)	Y	146°	13.8	-	-	-	-	- 3.0°/ 52	RNP APCH
04	TF	KK951	Y	146°	3.9	-	-	-	-	-	RNP APCH
05	TF	KK952	Y	116°	9.2	L	+ 3000	-230	-	-	RNP APCH
06	DF	EGURI	Y	-	-	L	+ 5500	-	-	-	RNP APCH
07	HM	EGURI	Y	224°	-	R	+ 5500	-230	-	-	RNP 1

WAYPOINT LIST

WAYPOINT IDENTIFIER	COORDINATES
RULPA (IF)	03° 02' 48.18" N 101° 31' 19.18" E
EGURI	02° 51' 32.37" N 101° 52' 07.20" E
KK950 (FAF)	02° 58' 12.01" N 101° 34' 23.84" E
RWY 14L (MAPT)	02° 46' 42.55" N 101° 42' 06.66" E
KK951	02° 43' 28.00" N 101° 44' 17.00" E
KK952	02° 39' 24.12" N 101° 52' 34.17" E

CHANGES : RENAMING CHART IDENTIFICATION

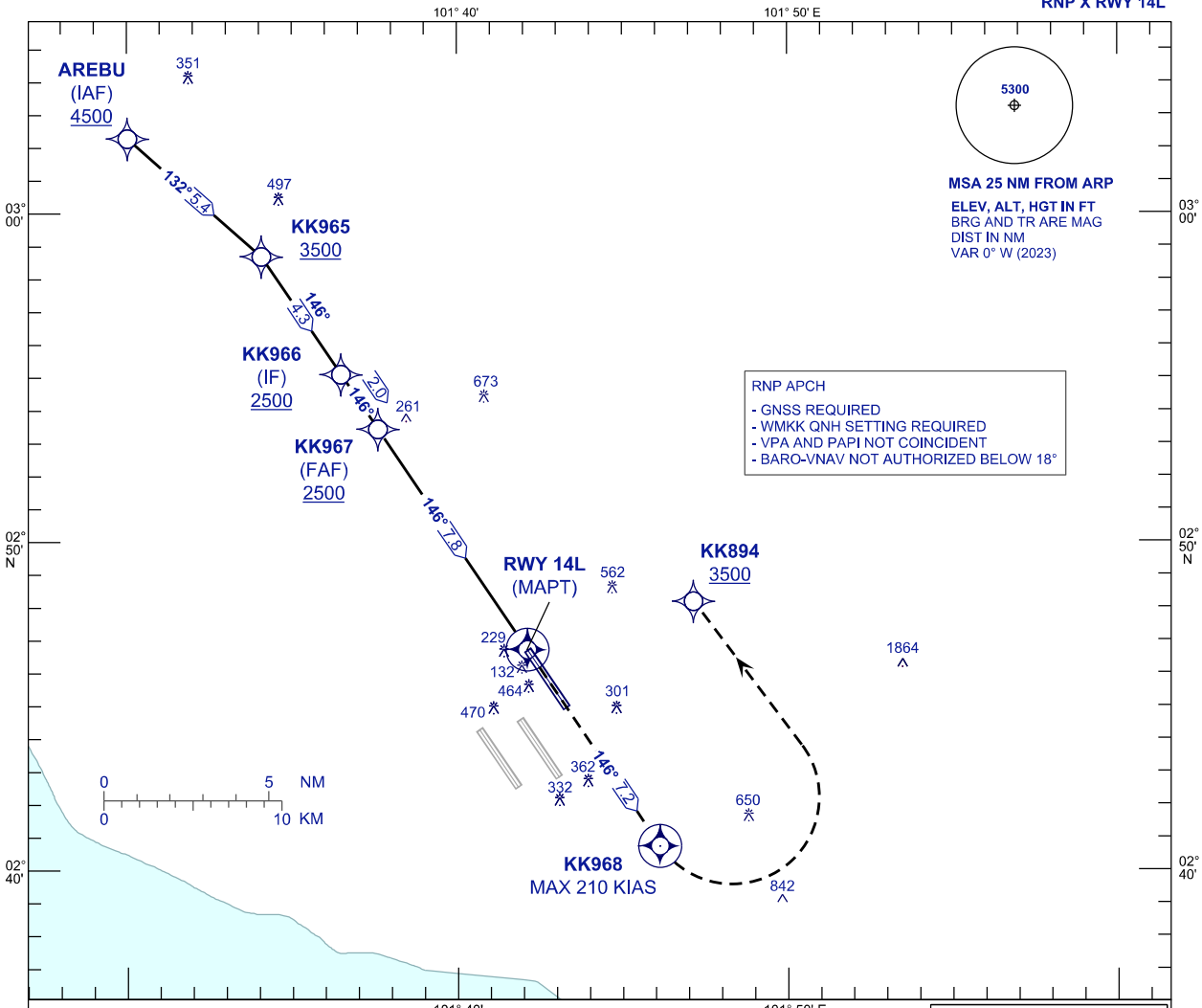
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 69 ft
HEIGHT RELATED TO
THR RWY 14L - ELEV 54 ft

APP	TWR	SMC	D-ATIS
118.65 120.35 135.75	118.80	121.65	ID-WMKK 128.05

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)

RNP X RWY 14L

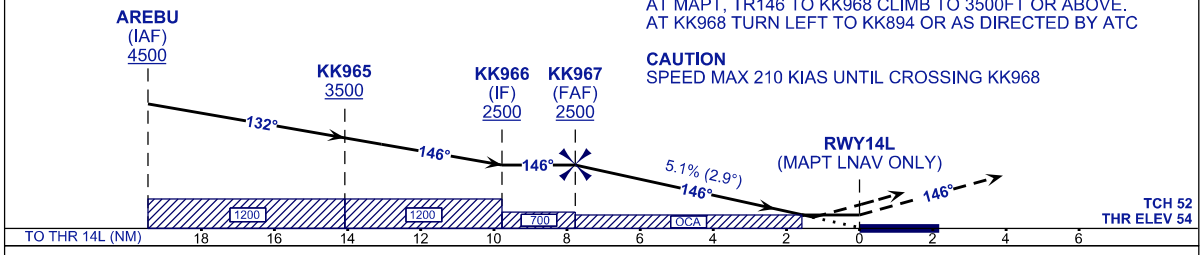


VPA 2.9°
TCH 52 ft

TRANSITION LEVEL FL130
TRANSITION ALT 11 000

MISSED APPROACH
AT MAPT, TR146 TO KK968 CLIMB TO 3500FT OR ABOVE.
AT KK968 TURN LEFT TO KK894 OR AS DIRECTED BY ATC

CAUTION
SPEED MAX 210 KIAS UNTIL CROSSING KK968



STRAIGHT- IN APPROACH	OCA (OCH)			
CATEGORY OF AIRCRAFT	A	B	C	D
LNAV / VNAV	**494** (440)			
LNAV	**590** (536)			

GROUND SPEED (GS)	KNOTS	80	100	120	140	160	180
FAF - RWY14L (7.8 NM)	MIN:SEC	**5:50**	**4:40**	**3:53**	**3:20**	**2:55**	**2:36**
RATE OF DESCENT (5.1% / 2.9°)	FT/MIN	**410**	**510**	**620**	**720**	**820**	**920**

DIST THR / RWY14L	NM	7.8	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	FT	**2500**	**2261**	**1953**	**1646**	**1338**	**103**	**722**	**414**

CHANGES : FREQUENCY ATIS TO D-ATIS ID-WMKK.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 69 FT
HEIGHT RELATED TO
THR RWY 14L - ELEV 54 FT

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)

RNP X RWY 14L

TABULAR DESCRIPTION

SEQ	PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE / TRACK (M)	DISTANCE (NM)	TURN DIRECTION	ALTITUDE	SPEED LIMIT (KT)	RECOMMENDED NAVAID	VPA / TCH	NAVIGATION SPECIFICATION
01	IF	AREBU (IAF)	N	-	-	-	+4500	-	-	-	RNP APCH
02	TF	KK965	N	132°	5.4	-	+3500	-	-	-	RNP APCH
03	TF	KK966 (IF)	N	146°	4.3	-	+2500	-	-	-	RNP APCH
04	TF	KK967 (FAF)	N	146°	2.0	-	+2500	-	-	-	RNP APCH
05	TF	RWY14L (MAPT)	Y	146°	7.8	-	-	-	-	- 2.9°/ 52	RNP APCH
06	TF	KK968	Y	146°	7.2	-	-	- 210	-	-	RNP APCH
07	DF	KK894	N	-	-	L	+3500	-	-	-	RNP APCH

WAYPOINT LIST

WAYPOINT IDENTIFIER	COORDINATES
AREBU (IAF)	03°02'02.35" N 101°30'11.55" E
KK965	02°58'26.65" N 101°34'14.62" E
KK966 (IF)	02°54'51.24" N 101°36'38.87" E
KK967 (FAF)	02°53'11.26" N 101°37'45.94" E
RWY14L (MAPT)	02°46'42.56" N 101°42'06.64" E
KK968	02°40'43.99" N 101°46'07.01" E
KK894	02°48'10.35" N 101°47'09.09" E

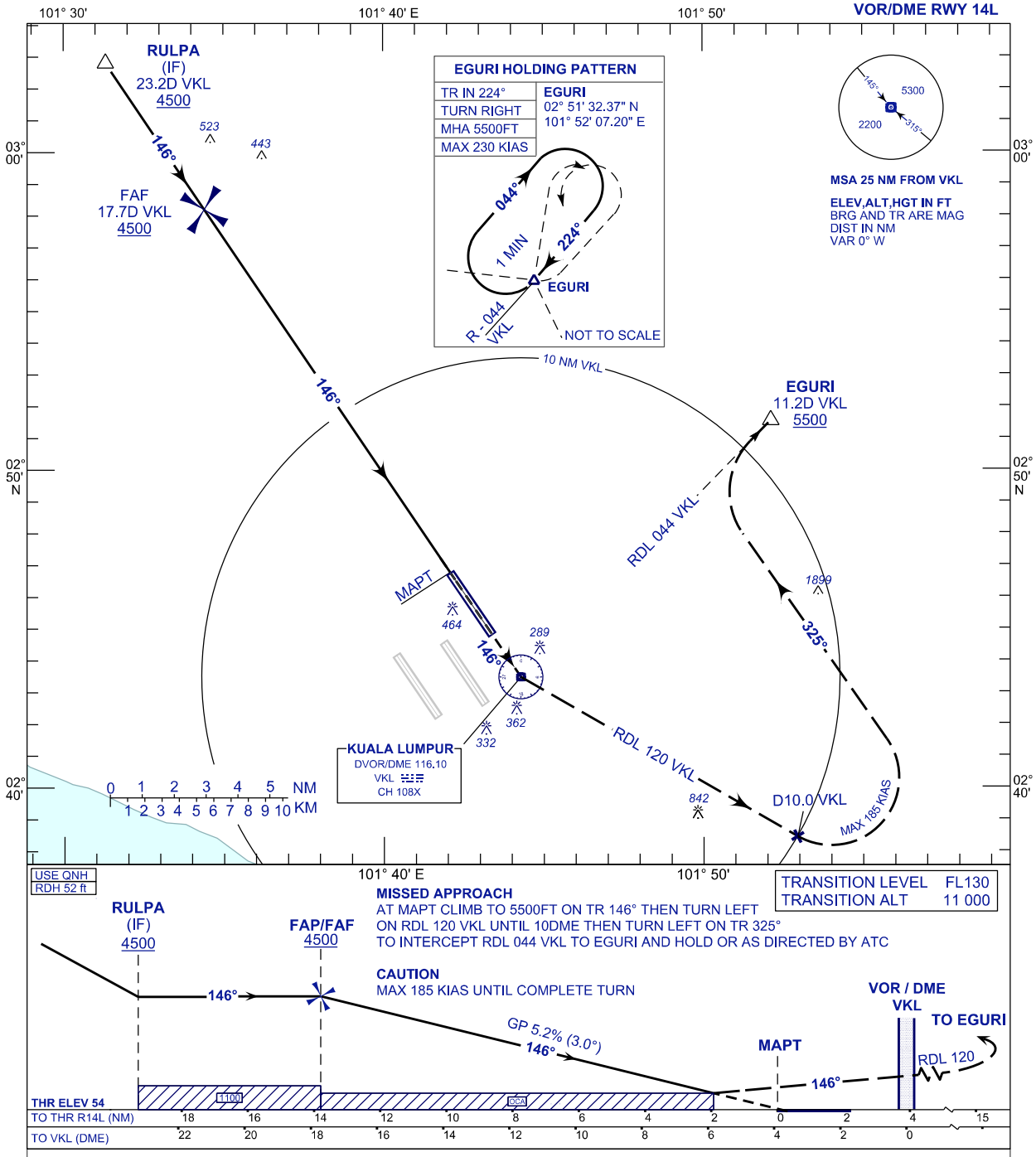
CHANGES : NEW CHART.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 69 ft
HEIGHT RELATED TO
THR RWY 14L - ELEV 54 ft

APP	TWR	SMC	D-ATIS
118.65 120.35 135.75	118.80	121.65	ID-WMKK 128.05

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)



OCA (OCH)	A	B	C	D
VOR/DME	**720/666**			

GROUND SPEED (GS)	KT	80	100	120	140	160	180
FAP - RWY14L (13.8 NM)	MIN:SEC	**10:21**	**8:17**	**6:54**	**5:55**	**5:11**	**4:36**
RATE OF DESCEND (318.4 FT/NM)	FT/MIN	**420**	**530**	**640**	**740**	**850**	**960**

DME VKL	NM	17.7	16.6	15.6	14.6	13.6	12.6	11.6	10.6	9.6	8.6	7.6	6.6	5.6	4.6
DIST THR/RWY14L	NM	13.8	12.7	11.7	10.7	9.7	8.7	7.7	6.7	5.7	4.7	3.7	2.7	1.7	0.7
ALTITUDE	FT	**4500**	**4151**	**3832**	**3514**	**3196**	**2877**	**2559**	**2240**	**1922**	**1604**	**1285**	**967**	**648**	**330**

CHANGES :FREQUENCY ATIS TO D-ATIS ID-WMKK.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 69 FT
HEIGHT RELATED TO
THR RWY 14L - ELEV 54 FT

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)

VOR/DME RWY 14L

AERONAUTICAL DATA TABULATION

FIX / POINT / NAVAID		COORDINATES	
VKL DVOR/DME	116.10MHz / CH108x	02°43'28.00"N	101°44'17.00"E
RULPA (IF)	23.2 DME VKL	03°02'48.18"N	101°31'19.18"E
FAF	17.7 DME VKL	02°58'12.00"N	101°34'23.70"E
RWY 14L (MAPT)		02°46'42.56"N	101°42'06.64"E
EGURI (MAHF)	RDL 044 VKL / 11.2 DME	02°51'32.37"N	101°52'07.20"E

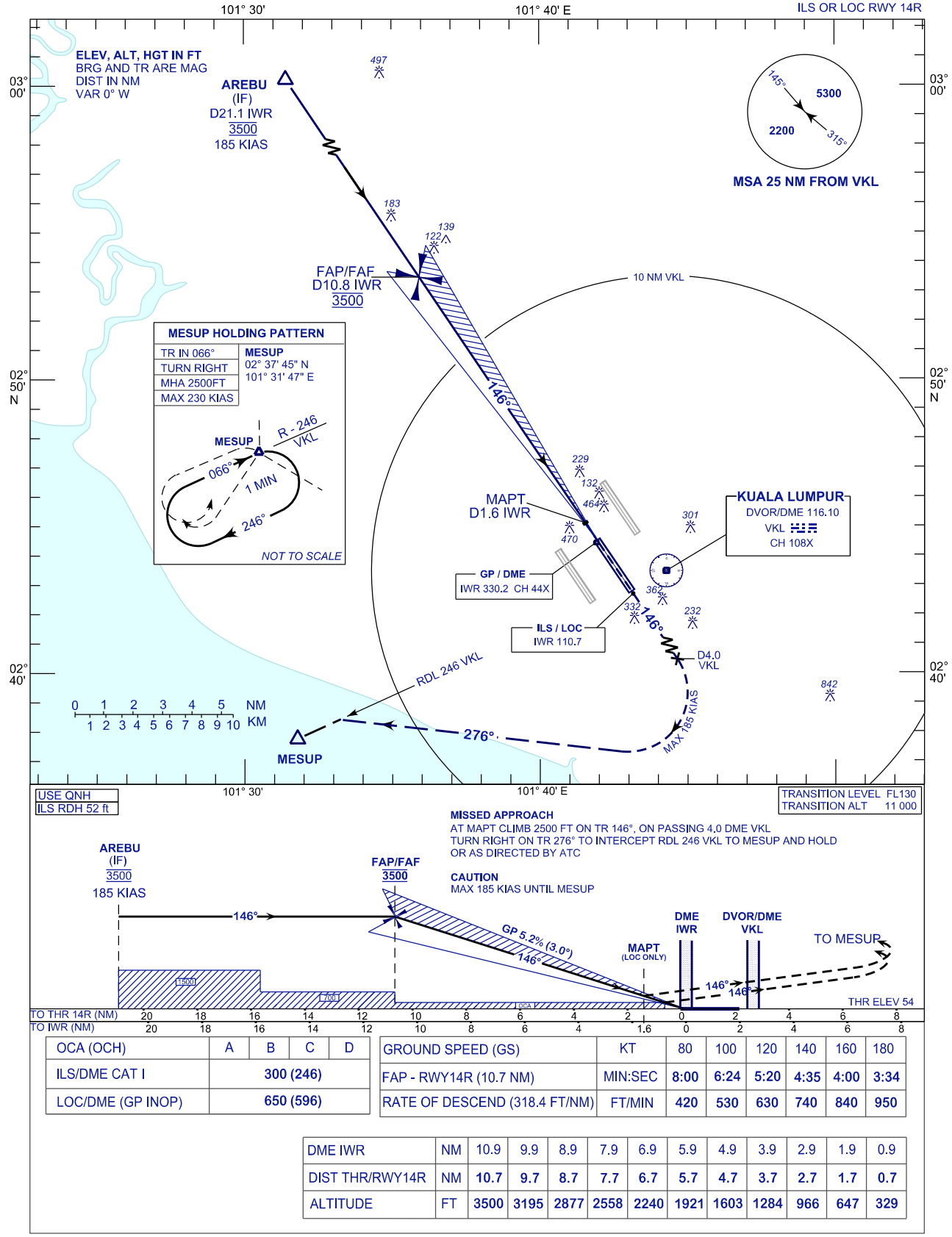
CHANGES : NEW CHART.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 69 ft
HEIGHT RELATED TO
THR RWY 14R - ELEV 54 ft

APP	TWR	SMC	D-ATIS
118.65 120.35 135.75	118.80	121.80 122.525	ID-WMKK 128.05

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)



USE QNH
ILS RDH 52 ft

TRANSITION LEVEL FL130
TRANSITION ALT 11 000

MISSED APPROACH
AT MAPT CLIMB 2500 FT ON TR 146°, ON PASSING 4.0 DME VKL
TURN RIGHT ON TR 276° TO INTERCEPT RDL 246 VKL TO MESUP AND HOLD
OR AS DIRECTED BY ATC

CAUTION
MAX 185 KIAS UNTIL MESUP

OCA (OCH)	A	B	C	D
ILS/DME CAT I	300 (246)			
LOC/DME (GP INOP)	650 (596)			

GROUND SPEED (GS)	KT	80	100	120	140	160	180
FAP - RWY14R (10.7 NM)	MIN:SEC	8:00	6:24	5:20	4:35	4:00	3:34
RATE OF DESCEND (318.4 FT/NM)	FT/MIN	420	530	630	740	840	950

DME IWR	NM	10.9	9.9	8.9	7.9	6.9	5.9	4.9	3.9	2.9	1.9	0.9
DIST THR/RWY14R	NM	10.7	9.7	8.7	7.7	6.7	5.7	4.7	3.7	2.7	1.7	0.7
ALTITUDE	FT	3500	3195	2877	2558	2240	1921	1603	1284	966	647	329

CHANGES : FREQUENCY ATIS TO D-ATIS ID-WMKK.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 69 FT
HEIGHT RELATED TO
THR RWY 14R - ELEV 54 FT

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)

ILS OR LOC RWY 14R

AERONAUTICAL DATA TABULATION

FIX / POINT / NAVAID		COORDINATES
VKL DVOR/DME	116.10MHz / CH108x	02°43'28.00"N 101°44'17.00"E
IWR GP/DME	330.20MHz / CH44x	02°44'25.60"N 101°41'54.80"E
IWR ILS/LOC	110.70MHz	02°42'41.70"N 101°43'09.20"E
AREBU (IF)	21.1 DME IWR	03°02'02.35"N 101°30'11.55"E
FAP / FAF	10.8 DME IWR	02°53'28.60"N 101°35'55.30"E
MESUP (MAHF)	RDL 246 VKL / 13.7 DME	02°37'45.17"N 101°31'47.07"E

CHANGES : AMEND DISTANCE FM FAP/FAF TO IWR DME D10.9 TO D10.8.

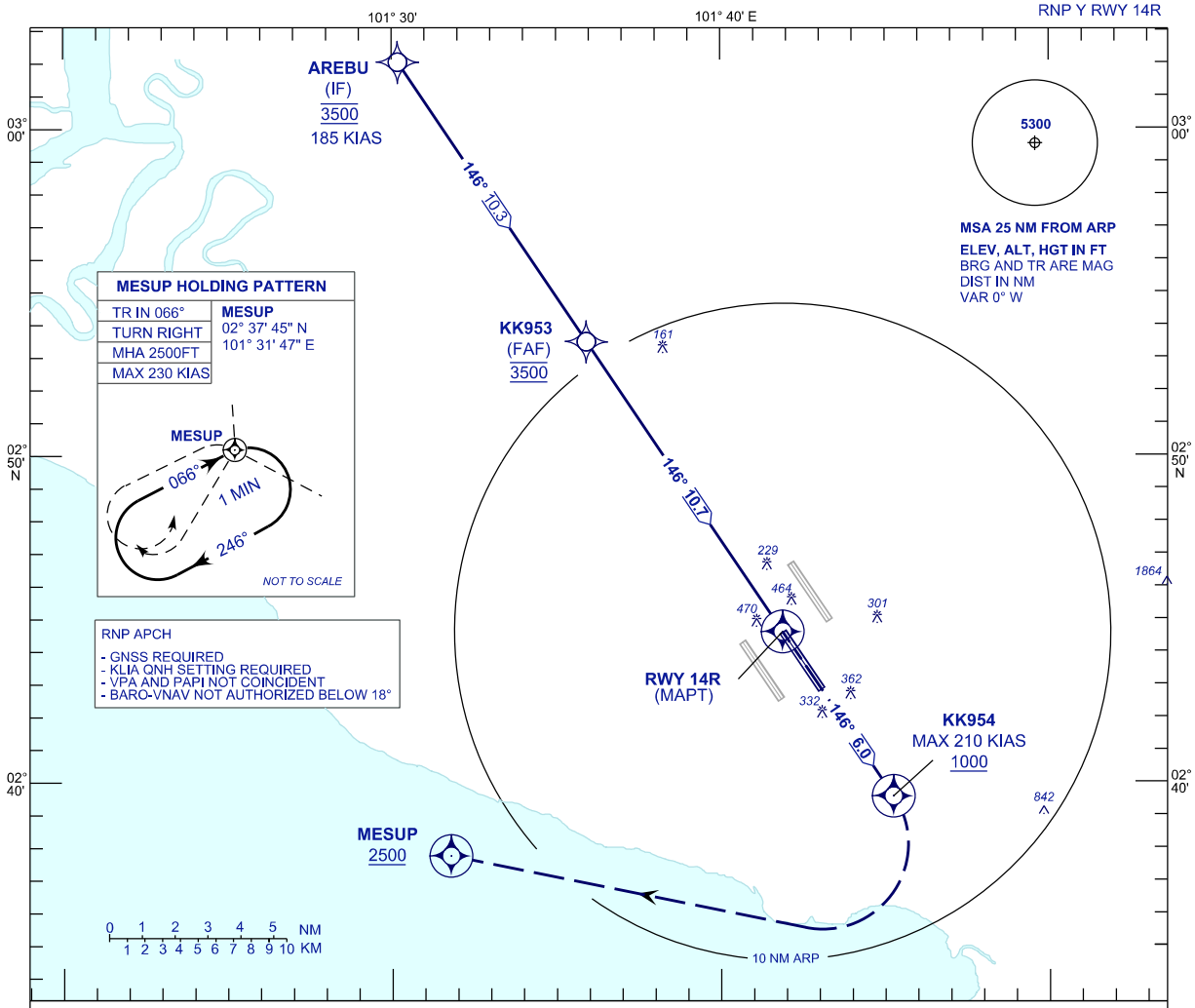
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 69 ft
HEIGHT RELATED TO
THR RWY 14R - ELEV 54 ft

APP	TWR	SMC	D-ATIS
118.65 135.75 120.35	118.50	121.80 122.525	ID-WMKK 128.05

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)

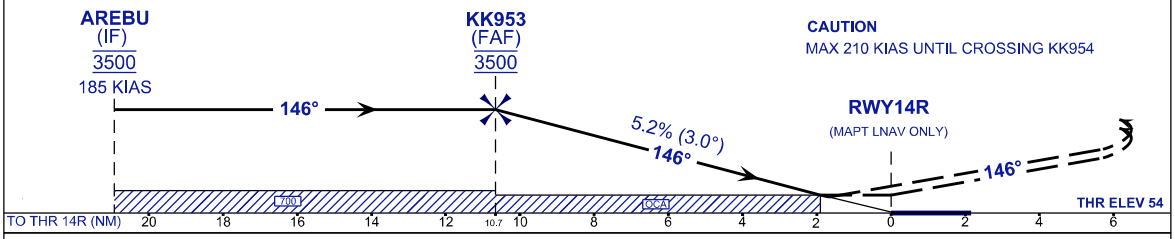
RNP Y RWY 14R



VPA 3.0°
TCH 52 ft

MISSED APPROACH
AT MAPT MAINTAIN TR146 TO KK954 CLIMB TO 2500FT.
AT KK954, TURN RIGHT TO MESUP AND HOLD AT MESUP
OR AS DIRECTED BY ATC.

TRANSITION LEVEL	FL130
TRANSITION ALT	11 000



CAUTION
MAX 210 KIAS UNTIL CROSSING KK954

STRAIGHT - IN APPROACH	OCA (OCH)				GROUND SPEED (GS)		KNOTS	80	100	120	140	160	180
CATEGORY OF AIRCRAFT	A	B	C	D	FAF - RWY14R (10.7 NM)		MIN:SEC	**8:00**	**6:24**	**5:20**	**4:35**	**4:00**	**3:34**
LNAV / VNAV	**630** (576)				RATE OF DESCENT (318.5 FT/NM)		FT/MIN	**420**	**530**	**630**	**740**	**840**	**950**
LNAV	**670** (616)				DIST THR / RWY14R	NM	10.7	9.7	8.7	7.7	6.7	5.7	4.7	3.7
					ALTITUDE	FT	**3500**	**3183**	**2864**	**2546**	**2228**	**1909**	**1591**	**1272**
					DIST THR / RWY14R	NM	2.7	1.7	0.7					
					ALTITUDE	FT	**954**	**635**	**317**					

CHANGES : FREQUENCY ATIS TO D-ATIS ID-WMKK.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 69 FT
HEIGHT RELATED TO
THR RWY 14R - ELEV 54 FT

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)

RNP Y RWY 14R

TABULAR DESCRIPTION

SEQ	PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE / TRACK (M)	DISTANCE (NM)	TURN DIRECTION	ALTITUDE	SPEED LIMIT (KT)	RECOMMENDED NAVAID	VPA / TCH	NAVIGATION SPECIFICATION
01	IF	AREBU (IF)	N	-	-	-	@ 3500	@185	-	-	RNP APCH
02	TF	KK953 (FAF)	N	146°	10.3	-	@ 3500	-	-	-	RNP APCH
03	TF	RWY 14R (MAPT)	Y	146°	10.7	-	-	-	-	- 3.0°/ 52	RNP APCH
04	TF	KK954	Y	146°	6.0	-	+ 1000	- 210	-	-	RNP APCH
05	DF	MESUP	Y	-	-	R	+ 2500	-	-	-	RNP APCH
06	HM	MESUP	Y	066°	-	R	+ 2500	- 230	-	-	RNP 1

WAYPOINT LIST

WAYPOINT IDENTIFIER	COORDINATES
AREBU (IF)	03° 02' 02.35" N 101° 30' 11.55" E
MESUP	02° 37' 45.17" N 101° 31' 47.07" E
KK953 (FAF)	02° 53' 28.46" N 101° 35' 55.28" E
RWY 14R (MAPT)	02° 44' 35.78" N 101° 41' 52.67" E
KK954	02° 39' 33.95" N 101° 45' 14.85" E

CHANGES : RENAMING CHART IDENTIFICATION

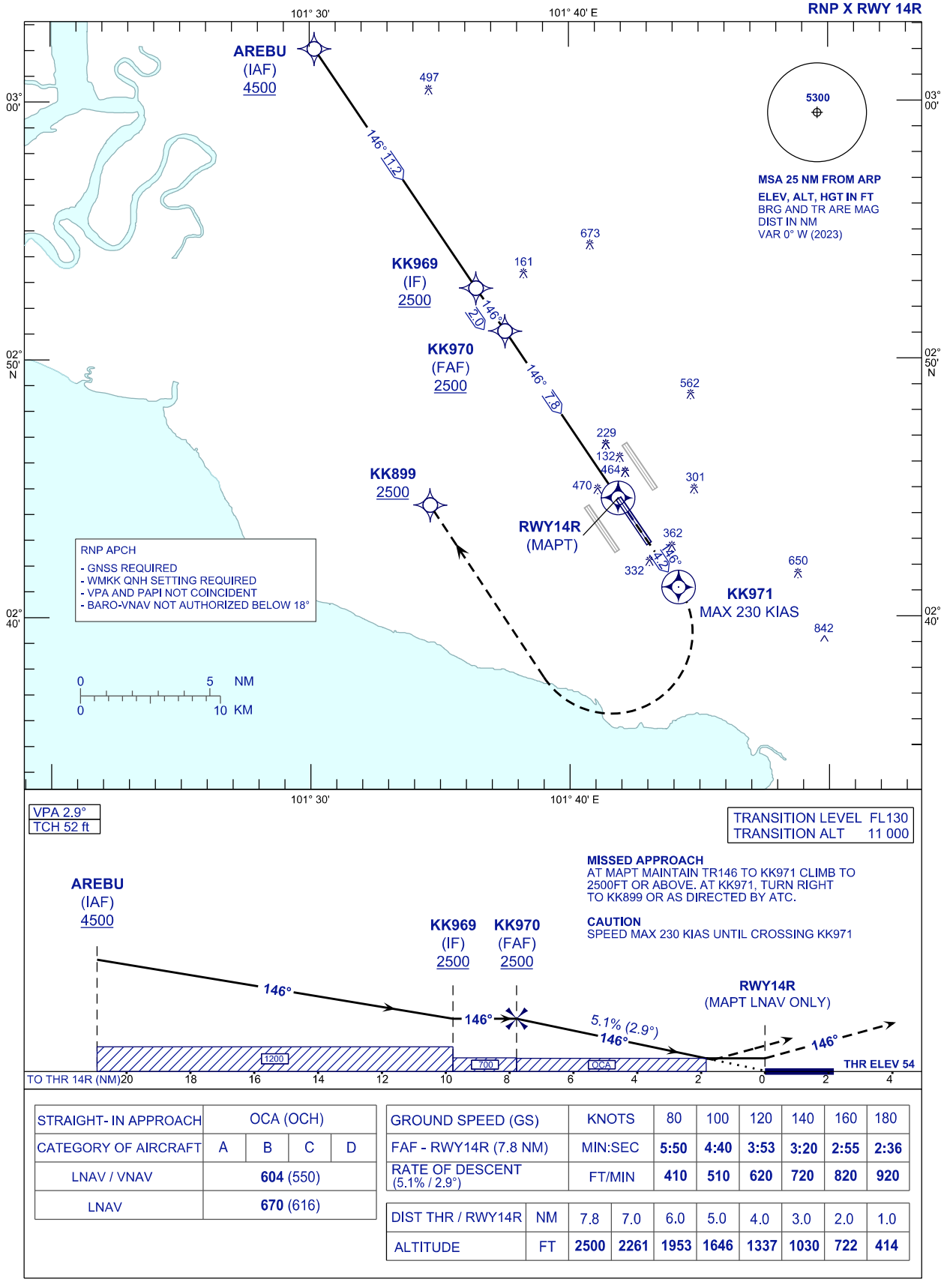
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 69 ft
HEIGHT RELATED TO
THR RWY 14R - ELEV 54 ft

APP	TWR	SMC	D-ATIS
118.65 135.75 120.35	118.50	121.80 122.525	ID-WMKK 128.05

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)

RNP X RWY 14R



VPA 2.9°
TCH 52 ft

TRANSITION LEVEL FL130
TRANSITION ALT 11 000

MISSED APPROACH
AT MAPT MAINTAIN TR146 TO KK971 CLIMB TO 2500FT OR ABOVE. AT KK971, TURN RIGHT TO KK899 OR AS DIRECTED BY ATC.

CAUTION
SPEED MAX 230 KIAS UNTIL CROSSING KK971

STRAIGHT- IN APPROACH	OCA (OCH)			
CATEGORY OF AIRCRAFT	A	B	C	D
LNAV / VNAV	**604** (550)			
LNAV	**670** (616)			

GROUND SPEED (GS)	KNOTS	80	100	120	140	160	180
FAF - RWY14R (7.8 NM)	MIN:SEC	**5:50**	**4:40**	**3:53**	**3:20**	**2:55**	**2:36**
RATE OF DESCENT (5.1% / 2.9°)	FT/MIN	**410**	**510**	**620**	**720**	**820**	**920**

DIST THR / RWY14R	NM	7.8	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	FT	**2500**	**2261**	**1953**	**1646**	**1337**	**1030**	**722**	**414**

CHANGES : FREQUENCY ATIS TO D-ATIS ID-WMKK.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 69 FT
HEIGHT RELATED TO
THR RWY 14R - ELEV 54 FT

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)

RNP X RWY 14R

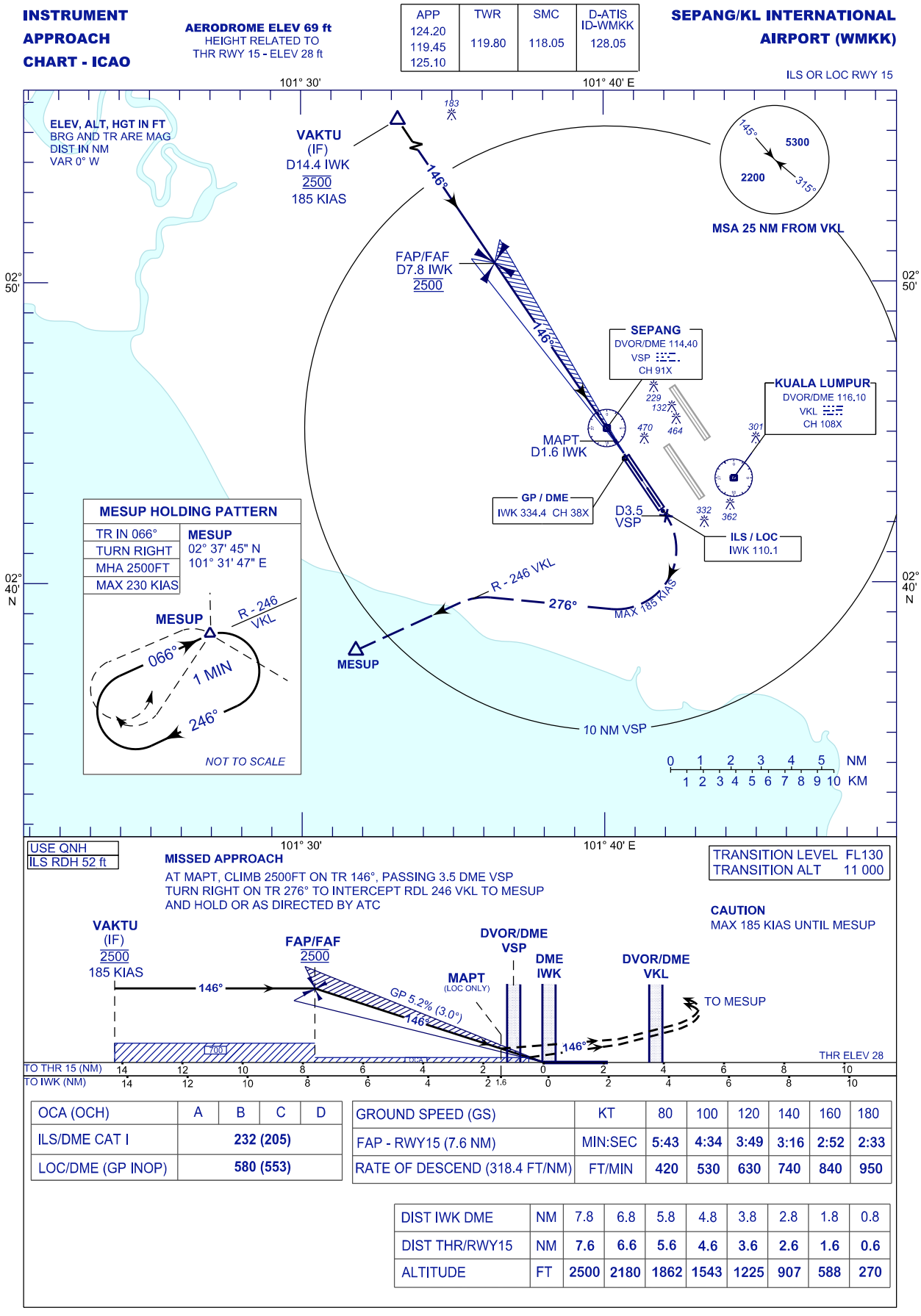
TABULAR DESCRIPTION

SEQ	PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE / TRACK (M)	DISTANCE (NM)	TURN DIRECTION	ALTITUDE	SPEED LIMIT (KT)	RECOMMENDED NAVAID	VPA / TCH	NAVIGATION SPECIFICATION
01	IF	AREBU (IAF)	N	-	-	-	+4500	-	-	-	RNP APCH
02	TF	KK969 (IF)	N	146°	11.2	-	+2500	-	-	-	RNP APCH
03	TF	KK970 (FAF)	N	146°	2.0	-	+2500	-	-	-	RNP APCH
04	TF	RWY14R (MAPT)	Y	146°	7.8	-	-	-	-	- 2.9°/ 52	RNP APCH
05	TF	KK971	Y	146°	4.2	-	-	- 230	-	-	RNP APCH
06	DF	KK899	N	-	-	R	+2500	-	-	-	RNP APCH

WAYPOINT LIST

WAYPOINT IDENTIFIER	COORDINATES
AREBU (IAF)	03°02'02.35" N 101°30'11.55" E
KK969 (IF)	02°52'44.54" N 101°36'24.86" E
KK970 (FAF)	02°51'04.56" N 101°37'31.92" E
RWY14R (MAPT)	02°44'35.81" N 101°41'52.66" E
KK971	02°41'07.83" N 101°44'12.09" E
KK899	02°44'20.05" N 101°34'37.13" E

CHANGES : NEW CHART.



OCA (OCH)	A	B	C	D
ILS/DME CAT I	232 (205)			
LOC/DME (GP INOP)	580 (553)			

GROUND SPEED (GS)	KT	80	100	120	140	160	180
FAP - RWY15 (7.6 NM)	MIN:SEC	5:43	4:34	3:49	3:16	2:52	2:33
RATE OF DESCEND (318.4 FT/NM)	FT/MIN	420	530	630	740	840	950

DIST IWK DME	NM	7.8	6.8	5.8	4.8	3.8	2.8	1.8	0.8
DIST THR/RWY15	NM	7.6	6.6	5.6	4.6	3.6	2.6	1.6	0.6
ALTITUDE	FT	2500	2180	1862	1543	1225	907	588	270

CHANGES : FREQUENCY ATIS TO D-ATIS ID-WMKK.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 69 FT
HEIGHT RELATED TO
THR RWY 15 - ELEV 28 FT

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)

ILS OR LOC RWY 15

AERONAUTICAL DATA TABULATION

FIX / POINT / NAVAID		COORDINATES	
VKL DVOR/DME	116.10MHz / CH108x	02°43'28.00"N	101°44'17.00"E
VSP DVOR/DME	114.40MHz / CH91x	02°45'07.70"N	101°40'05.70"E
IWK GP/DME	334.40MHz / CH38x	02°44'07.40"N	101°40'41.40"E
IWK ILS/LOC	110.10MHz	02°42'22.20"N	101°41'56.30"E
VAKTU (IF)	14.4 DME IWK	02°56'10.18"N	101°32'40.70"E
FAP / FAF	7.8 DME IWK	02°50'37.70"N	101°36'24.10"E
MESUP (MAHF)	RDL 246 VKL / 13.7 DME	02°37'45.17"N	101°31'47.07"E

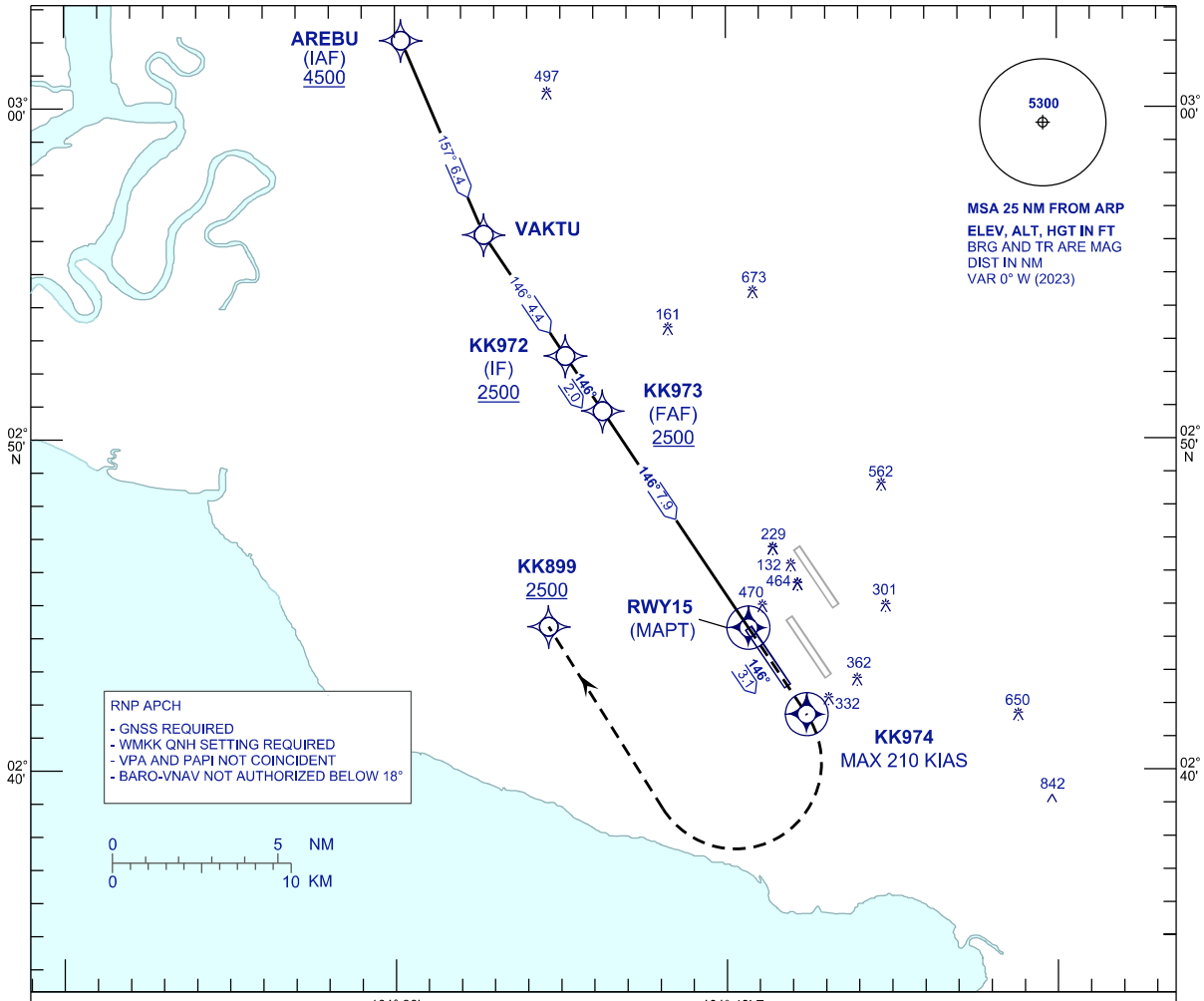
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 69 ft
HEIGHT RELATED TO
THR RWY 15 - ELEV 28 ft

APP	TWR	SMC	D-ATIS
124.20 119.45 125.10	119.80	118.05	ID-WMKK 128.05

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)

RNP X RWY 15

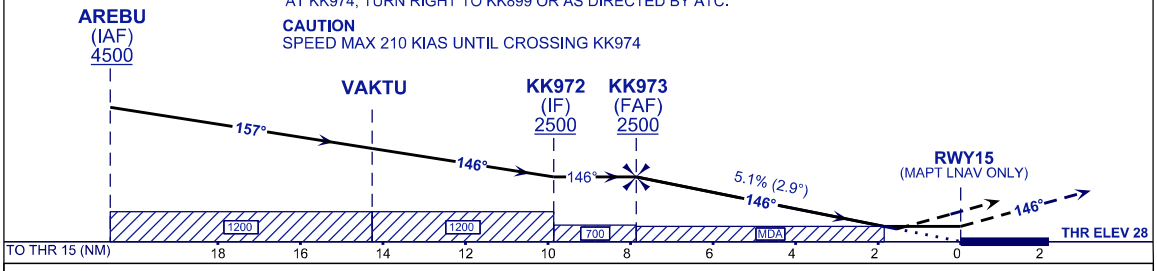


VPA 2.9°
TCH 52 ft

MISSED APPROACH
AT MAPT MAINTAIN TR146 TO KK974 CLIMB TO 2500FT OR ABOVE.
AT KK974, TURN RIGHT TO KK899 OR AS DIRECTED BY ATC.

CAUTION
SPEED MAX 210 KIAS UNTIL CROSSING KK974

TRANSITION LEVEL	FL130
TRANSITION ALT	11 000



STRAIGHT- IN APPROACH	OCA (OCH)			
CATEGORY OF AIRCRAFT	A	B	C	D
LNAV / VNAV	**556** (528)			
LNAV	**650** (622)			

GROUND SPEED (GS)	KT	80	100	120	140	160	180
FAF - RWY15 (7.9 NM)	MIN:SEC	**5:54**	**4:43**	**3:56**	**3:22**	**2:57**	**2:37**
RATE OF DESCEND (5.1% / 2.9°)	FT/MIN	**410**	**510**	**620**	**720**	**820**	**920**

DIST THR/RWY15	NM	7.9	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	FT	**2500**	**2235**	**1972**	**1620**	**1312**	**1004**	**696**	**388**

CHANGES : FREQUENCY ATIS TO D-ATIS ID-WMKK.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 69 FT
HEIGHT RELATED TO
THR RWY 15 - ELEV 52FT

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)

RNP X RWY 15

TABULAR DESCRIPTION

SEQ	PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE / TRACK (M)	DISTANCE (NM)	TURN DIRECTION	ALTITUDE	SPEED LIMIT (KT)	RECOMMENDED NAVAID	VPA / TCH	NAVIGATION SPECIFICATION
01	IF	AREBU (IAF)	N	-	-	-	+4500	-	-	-	RNP APCH
02	TF	VAKTU	N	157°	6.4	-	-	-	-	-	RNP APCH
03	TF	KK972 (IF)	N	146°	4.4	-	+2500	-	-	-	RNP APCH
04	TF	KK973 (FAF)	N	146°	2.0	-	+2500	-	-	-	RNP APCH
05	TF	RWY15 (MAPT)	Y	146°	7.9	-	-	-	-	- 2.9°/ 52	RNP APCH
06	TF	KK974	Y	146°	3.1	-	-	- 210	-	-	RNP APCH
07	DF	KK899	N	-	-	R	+2500	-	-	-	RNP APCH

WAYPOINT LIST

WAYPOINT IDENTIFIER	COORDINATES
AREBU (IAF)	03°02'02.35" N 101°30'11.55" E
VAKTU	02°56'10.18" N 101°32'40.70" E
KK972 (IF)	02°52'30.46" N 101°35'08.34" E
KK973 (FAF)	02°50'50.49" N 101°36'15.41" E
RWY15 (MAPT)	02°44'17.57" N 101°40'38.97" E
KK974	02°41'40.68" N 101°42'24.18" E
KK899	02°44'20.05" N 101°34'37.13" E

CHANGES : NEW CHART.

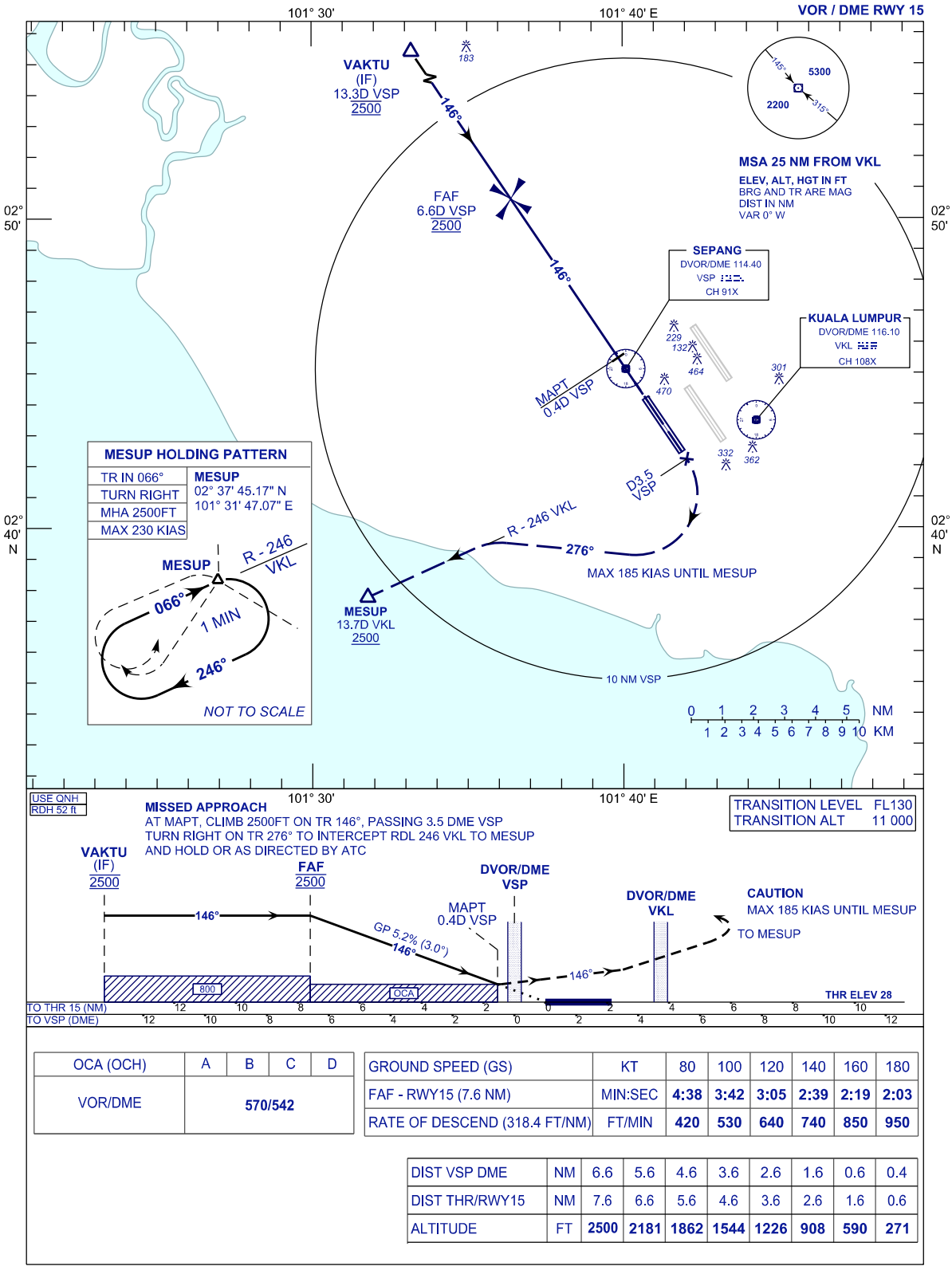
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 69 ft
HEIGHT RELATED TO
THR RWY 15 - ELEV 28 ft

APP	TWR	SMC	D-ATIS ID-WMKK
124.20 119.45 125.10	119.80	118.05	128.05

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)

VOR / DME RWY 15



USE QNH
RDH 52 ft

MISSED APPROACH
AT MAPT, CLIMB 2500FT ON TR 146°, PASSING 3.5 DME VSP
TURN RIGHT ON TR 276° TO INTERCEPT RDL 246 VKL TO MESUP
AND HOLD OR AS DIRECTED BY ATC

TRANSITION LEVEL FL130
TRANSITION ALT 11 000

OCA (OCH)	A	B	C	D
VOR/DME	570/542			

GROUND SPEED (GS)	KT	80	100	120	140	160	180
FAF - RWY15 (7.6 NM)	MIN:SEC	**4:38**	**3:42**	**3:05**	**2:39**	**2:19**	**2:03**
RATE OF DESCEND (318.4 FT/NM)	FT/MIN	**420**	**530**	**640**	**740**	**850**	**950**

DIST VSP DME	NM	6.6	5.6	4.6	3.6	2.6	1.6	0.6	0.4
DIST THR/RWY15	NM	7.6	6.6	5.6	4.6	3.6	2.6	1.6	0.6
ALTITUDE	FT	**2500**	**2181**	**1862**	**1544**	**1226**	**908**	**590**	**271**

CHANGES : FREQUENCY ATIS TO D-ATIS ID-WMKK.

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 69 FT
HEIGHT RELATED TO
THR RWY 15 - ELEV 28 FT

SEPANG/KL INTERNATIONAL
AIRPORT (WMKK)

VOR / DME RWY 15

AERONAUTICAL DATA TABULATION

FIX / POINT / NAVAID		COORDINATES	
VKL DVOR/DME	116.10MHz / CH108x	02°43'28.00"N	101°44'17.00"E
VSP DVOR/DME	114.40MHz / CH91x	02°45'07.70"N	101°40'05.70"E
VAKTU (IF)	13.3 DME VSP	02°56'10.18"N	101°32'40.70"E
FAF	6.6 DME VSP	02°50'37.74"N	101°36'24.11"E
MAPT	0.4 DME VSP	02°45'29.53"N	101°39'51.05"E
MESUP (MAHF)	RDL 246 VKL / 13.7 DME	02°37'45.17"N	101°31'47.07"E

CHANGES : NEW CHART.

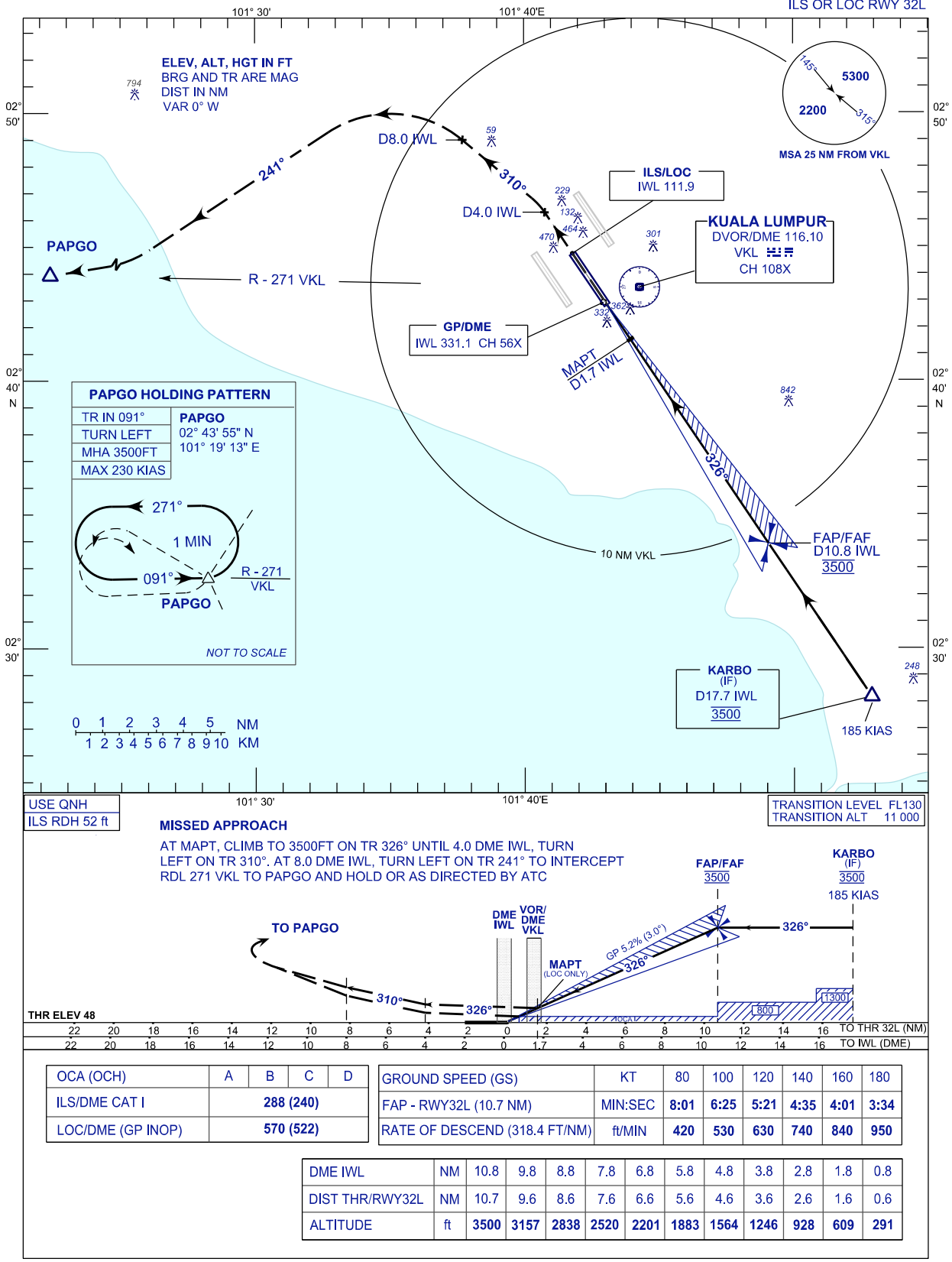
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 69 ft
HEIGHT RELATED TO
THR RWY 32L - ELEV 48 ft

APP	TWR	SMC	D-ATIS ID-WMKK
118.65 124.65 135.75	118.50	121.80 122.525	128.05

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)

ILS OR LOC RWY 32L



USE QNH
ILS RDH 52 ft

TRANSITION LEVEL FL130
TRANSITION ALT 11 000

MISSED APPROACH

AT MAPT, CLIMB TO 3500FT ON TR 326° UNTIL 4.0 DME IWL, TURN LEFT ON TR 310°. AT 8.0 DME IWL, TURN LEFT ON TR 241° TO INTERCEPT RDL 271 VKL TO PAPGO AND HOLD OR AS DIRECTED BY ATC

OCA (OCH)	A	B	C	D
ILS/DME CAT I	288 (240)			
LOC/DME (GP INOP)	570 (522)			

GROUND SPEED (GS)	KT	80	100	120	140	160	180
FAP - RWY32L (10.7 NM)	MIN:SEC	8:01	6:25	5:21	4:35	4:01	3:34
RATE OF DESCEND (318.4 FT/NM)	ft/MIN	420	530	630	740	840	950

DME IWL	NM	10.8	9.8	8.8	7.8	6.8	5.8	4.8	3.8	2.8	1.8	0.8
DIST THR/RWY32L	NM	10.7	9.6	8.6	7.6	6.6	5.6	4.6	3.6	2.6	1.6	0.6
ALTITUDE	ft	3500	3157	2838	2520	2201	1883	1564	1246	928	609	291

CHANGES: FREQUENCY ATIS TO D-ATIS ID-WMKK.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 69 FT
HEIGHT RELATED TO
THR RWY 32L - ELEV 48 FT

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)

ILS OR LOC RWY 32L

AERONAUTICAL DATA TABULATION

FIX / POINT / NAVAID		COORDINATES
VKL DVOR/DME	116.10MHz / CH108x	02°43'28.00"N 101°44'17.00"E
IWL GP/DME	331.10MHz / CH56x	02°42'54.00"N 101°42'56.70"E
IWL ILS/LOC	111.90MHz	02°44'43.60"N 101°41'47.40"E
KARBO (IF)	17.7 DME IWL	02°28'10.18"N 101°52'53.48"E
FAP / FAF	10.8 DME IWL	02°33'54.05"N 101°49'03.01"E
PAPGO (MAHF)	RDL 271 / 25.1 DME VKL	02°43'54.98"N 101°19'12.97"E

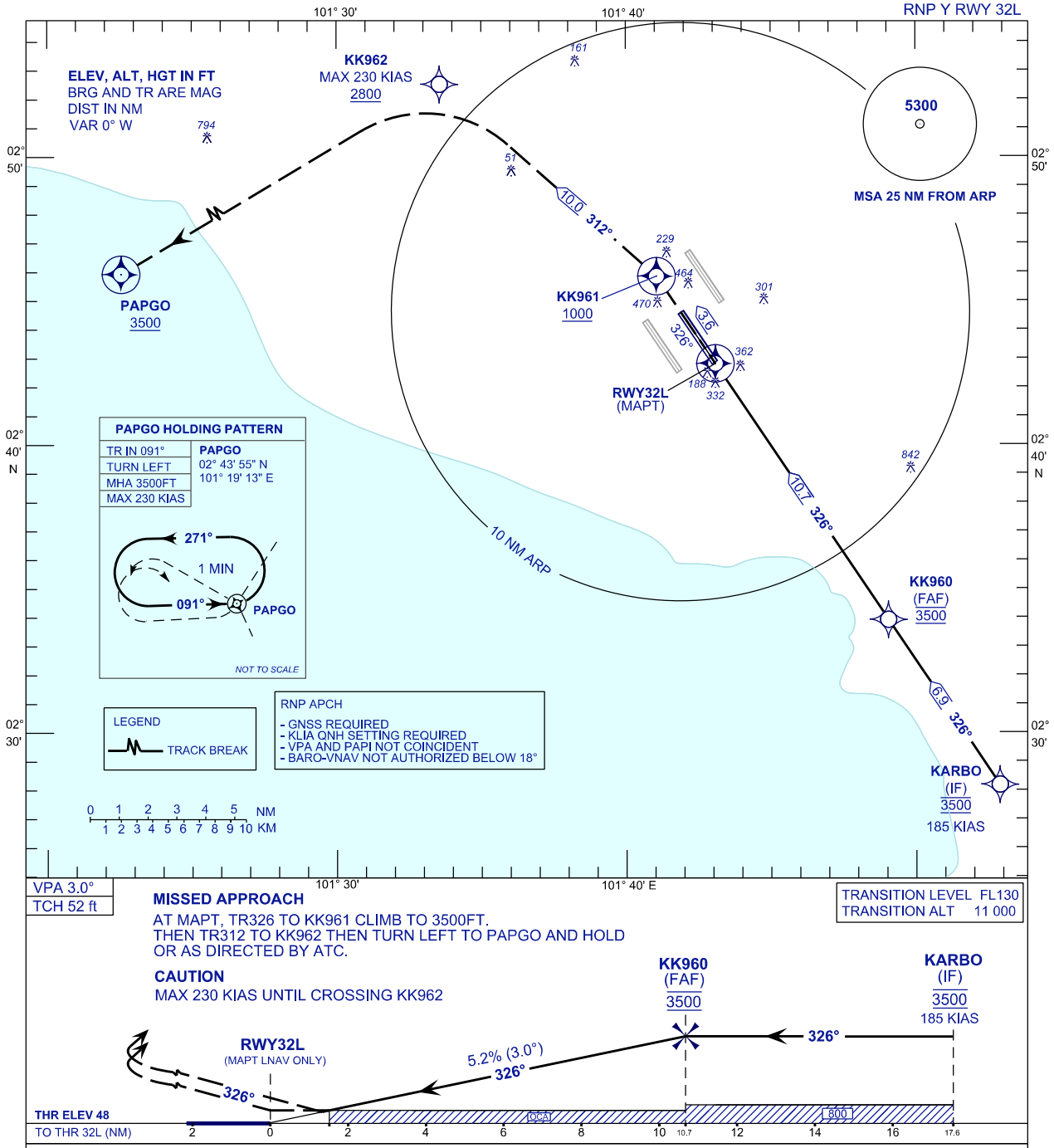
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 69 ft
HEIGHT RELATED TO
THR RWY 32L - ELEV 48 ft

APP	TWR	SMC	D-ATIS ID-WMKK
124.65 118.65 135.75	118.50	121.80 122.525	128.05

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)

RNP Y RWY 32L



VPA 3.0°
TCH 52 ft

MISSED APPROACH
AT MAPT, TR326 TO KK961 CLIMB TO 3500FT.
THEN TR312 TO KK962 THEN TURN LEFT TO PAPGO AND HOLD
OR AS DIRECTED BY ATC.

CAUTION
MAX 230 KIAS UNTIL CROSSING KK962

TRANSITION LEVEL FL130
TRANSITION ALT 11 000

STRAIGHT- IN APPROACH	OCA (OCH)			
CATEGORY OF AIRCRAFT	A	B	C	D
LNAV / VNAV	**530** (482)			
LNAV	**580** (532)			

GROUND SPEED (GS)		KNOTS	80	100	120	140	160	180
FAF - RWY32L (10.7 NM)		MIN:SEC	**8:01**	**6:25**	**5:21**	**4:35**	**4:01**	**3:34**
RATE OF DESCENT (318.5 FT/NM)		FT/MIN	**420**	**530**	**630**	**740**	**840**	**950**
DIST THR / RWY32L	NM	10.7	9.7	8.7	7.7	6.7	5.7	4.7	3.7
ALTITUDE	FT	**3500**	**3183**	**2864**	**2546**	**2228**	**1909**	**1591**	**1272**
DIST THR / RWY32L	NM	2.7	1.7	0.7					
ALTITUDE	FT	**954**	**635**	**317**					

CHANGES : FREQUENCY ATIS TO D-ATIS ID-WMKK.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 69 FT
HEIGHT RELATED TO
THR RWY 32L - ELEV 48 FT

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)

RNP Y RWY 32L

TABULAR DESCRIPTION

SEQ	PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE / TRACK (M)	DISTANCE (NM)	TURN DIRECTION	ALTITUDE	SPEED LIMIT (KT)	RECOMMENDED NAVAID	VPA / TCH	NAVIGATION SPECIFICATION
01	IF	KARBO (IF)	N	-	-	-	@ 3500	@185	-	-	RNP APCH
02	TF	KK960 (FAF)	N	326°	6.9	-	@ 3500	-	-	-	RNP APCH
03	TF	RWY32L (MAPT)	Y	326°	10.7	-	-	-	-	- 3.0°/ 52	RNP APCH
04	TF	KK961	Y	326°	3.6	-	+ 1000	-	-	-	RNP APCH
05	TF	KK962	N	312°	10.0	L	+ 2800	- 230	-	-	RNP APCH
06	DF	PAPGO	Y	-	-	L	+ 3500	-	-	-	RNP APCH
07	HM	PAPGO	Y	091°	-	L	+ 3500	- 230	-	-	RNP 1

WAYPOINT LIST

WAYPOINT IDENTIFIER	COORDINATES
KARBO (IF)	02° 28' 10.18" N 101° 52' 53.48" E
PAPGO	02° 43' 54.98" N 101° 19' 12.97" E
KK960 (FAF)	02° 33' 53.94" N 101° 49' 02.79" E
RWY32L (MAPT)	02° 42' 47.84" N 101° 43' 05.04" E
KK961	02° 45' 49.85" N 101° 41' 03.05" E
KK962	02° 52' 30.55" N 101° 33' 33.88" E

CHANGES : RENAMING CHART IDENTIFICATION

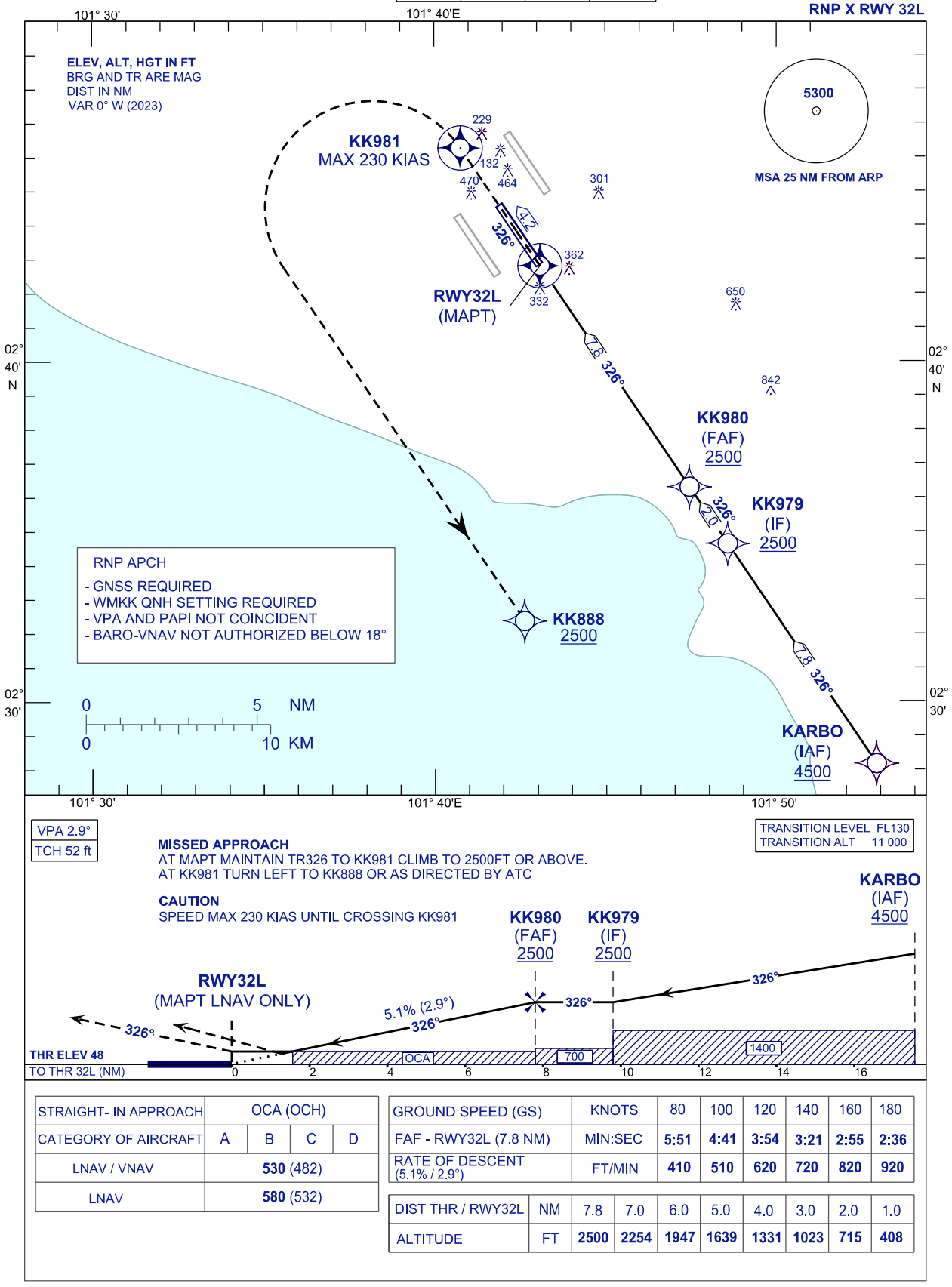
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 69 ft
HEIGHT RELATED TO
THR RWY 32L - ELEV 48 ft

APP	TWR	SMC	D-ATIS ID-WMKK
119.45 125.85 125.10	119.80	118.050	128.05

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)

RNP X RWY 32L



VPA 2.9°
TCH 52 ft

TRANSITION LEVEL FL130
TRANSITION ALT 11 000

MISSED APPROACH
AT MAPT MAINTAIN TR326 TO KK981 CLIMB TO 2500FT OR ABOVE.
AT KK981 TURN LEFT TO KK888 OR AS DIRECTED BY ATC

CAUTION
SPEED MAX 230 KIAS UNTIL CROSSING KK981

STRAIGHT- IN APPROACH	OCA (OCH)			
CATEGORY OF AIRCRAFT	A	B	C	D
LNAV / VNAV	**530** (482)			
LNAV	**580** (532)			

GROUND SPEED (GS)	KNOTS	80	100	120	140	160	180
FAF - RWY32L (7.8 NM)	MIN:SEC	**5:51**	**4:41**	**3:54**	**3:21**	**2:55**	**2:36**
RATE OF DESCENT (5.1% / 2.9°)	FT/MIN	**410**	**510**	**620**	**720**	**820**	**920**

DIST THR / RWY32L	NM	7.8	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	FT	**2500**	**2254**	**1947**	**1639**	**1331**	**1023**	**715**	**408**

CHANGES : FREQUENCY ATIS TO D-ATIS ID-WMKK.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 69 FT
HEIGHT RELATED TO
THR RWY 32L - ELEV 48 FT

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)

RNP X RWY 32L

TABULAR DESCRIPTION

SEQ	PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE / TRACK (M)	DISTANCE (NM)	TURN DIRECTION	ALTITUDE	SPEED LIMIT (KT)	RECOMMENDED NAVAID	VPA / TCH	NAVIGATION SPECIFICATION
01	IF	KARBO (IAF)	N	-	-	-	+4500	-	-	-	RNP APCH
02	TF	KK979 (IF)	N	326°	7.8	-	+2500	-	-	-	RNP APCH
03	TF	KK980 (FAF)	N	326°	2.0	-	+2500	-	-	-	RNP APCH
04	TF	RWY32L (MAPT)	Y	326°	7.8	-	-	-	-	- 2.9°/ 52	RNP APCH
05	TF	KK981	Y	326°	4.2	-	-	- 230	-	-	RNP APCH
06	DF	KK888	N	-	-	L	+2500	-	-	-	RNP APCH

WAYPOINT LIST

WAYPOINT IDENTIFIER	COORDINATES
KARBO (IAF)	02° 28' 10.18" N 101° 52' 53.48" E
KK979 (IF)	02° 34' 37.91" N 101° 48' 33.37" E
KK980 (FAF)	02° 36' 17.91" N 101° 47' 26.36" E
RWY32L (MAPT)	02° 42' 47.82" N 101° 43' 05.06" E
KK981	02° 46' 15.79" N 101° 40' 45.62" E
KK888	02° 32' 21.91" N 101° 42' 37.51" E

CHANGES : NEW CHART.

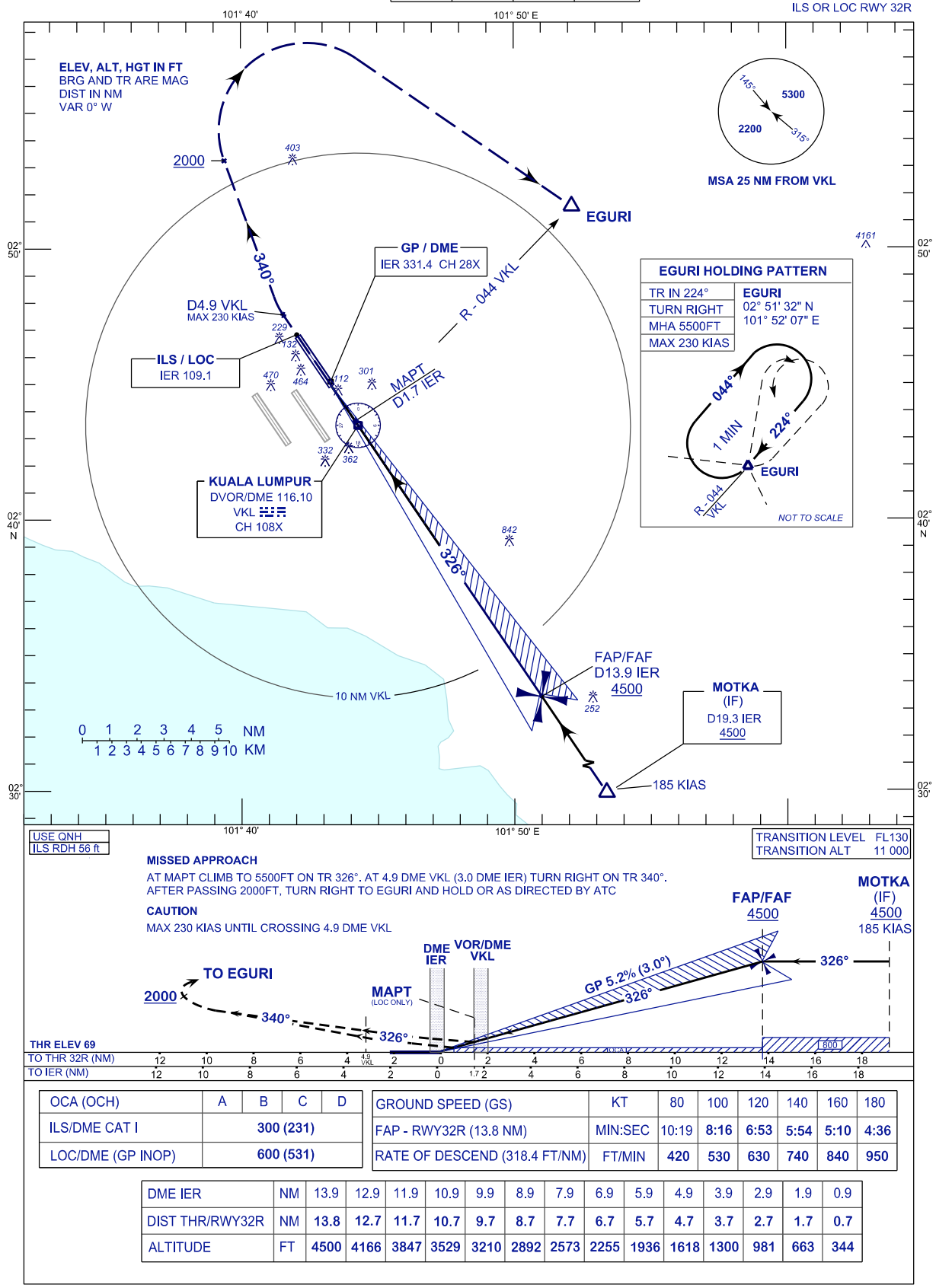
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 69 ft
HEIGHT RELATED TO
THR RWY 32R - ELEV 69 ft

APP	TWR	SMC	D-ATIS ID-WMKK
121.25 120.35 135.75	118.80	121.65	128.05

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)

ILS OR LOC RWY 32R



OCA (OCH)	A	B	C	D
ILS/DME CAT I	300 (231)			
LOC/DME (GP INOP)	600 (531)			

GROUND SPEED (GS)	KT	80	100	120	140	160	180
FAP - RWY32R (13.8 NM)	MIN:SEC	10:19	8:16	6:53	5:54	5:10	4:36
RATE OF DESCEND (318.4 FT/NM)	FT/MIN	420	530	630	740	840	950

DME IER	NM	13.9	12.9	11.9	10.9	9.9	8.9	7.9	6.9	5.9	4.9	3.9	2.9	1.9	0.9
DIST THR/RWY32R	NM	13.8	12.7	11.7	10.7	9.7	8.7	7.7	6.7	5.7	4.7	3.7	2.7	1.7	0.7
ALTITUDE	FT	4500	4166	3847	3529	3210	2892	2573	2255	1936	1618	1300	981	663	344

CHANGES : FREQUENCY ATIS TO D-ATIS ID-WMKK.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 69 FT
HEIGHT RELATED TO
THR RWY 32R - ELEV 69 FT

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)

ILS OR LOC RWY 32R

AERONAUTICAL DATA TABULATION

FIX / POINT / NAVAID		COORDINATES
VKL DVOR/DME	116.10MHz / CH108x	02°43'28.00"N 101°44'17.00"E
IER GP/DME	331.40MHz / CH28x	02°45'04.90"N 101°43'16.80"E
IER ILS/LOC	109.10MHz	02°46'48.70"N 101°42'02.50"E
MOTKA (IF)	19.3 DME IER	02°28'56.31"N 101°54'01.52"E
FAP / FAF	13.9 DME IER	02°33'26.60"N 101°51'00.30"E
EGURI (MAHF)	RDL 044 VKL / 11.2 DME	02°51'32.37"N 101°52'07.20"E

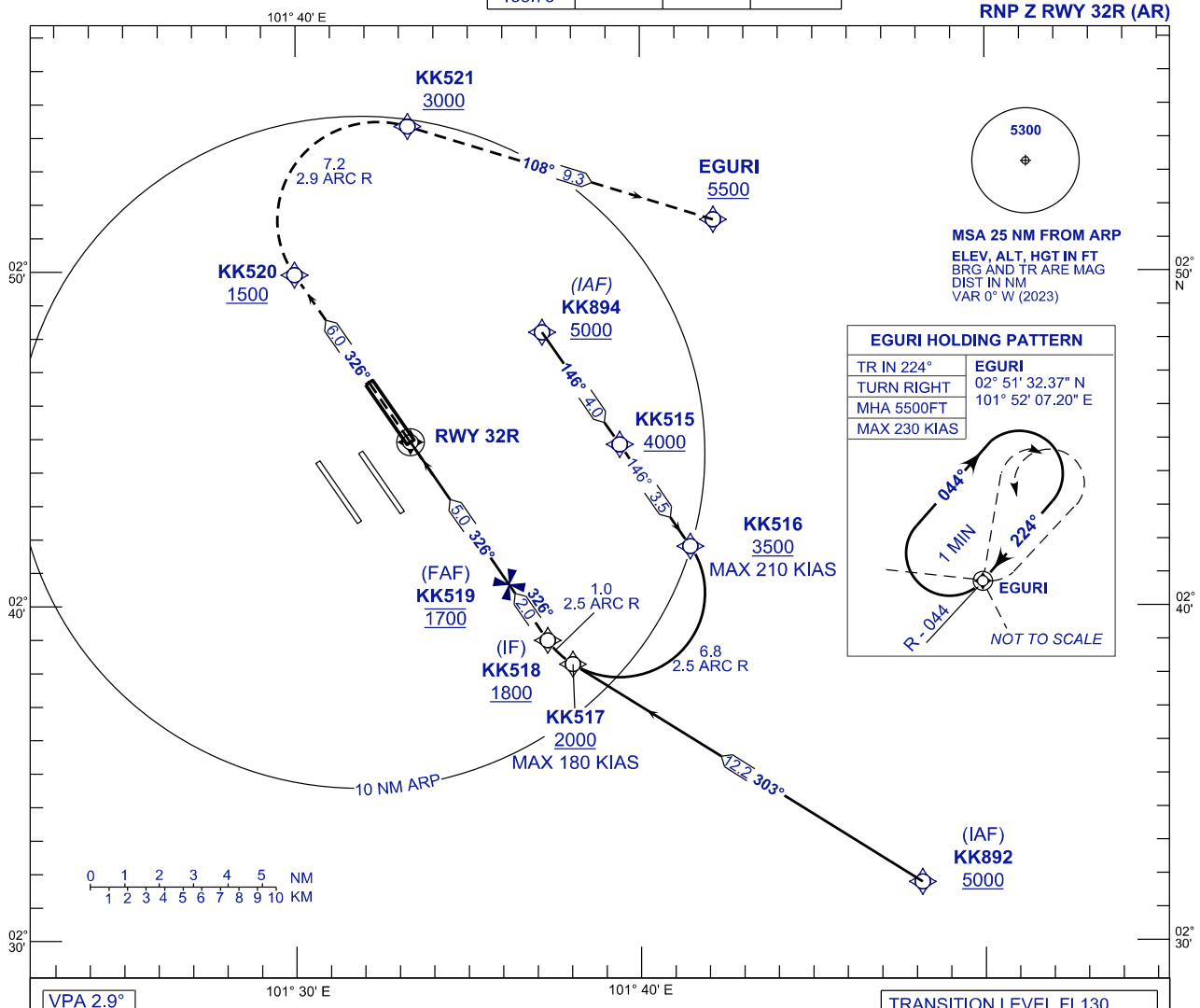
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 69 ft
HEIGHT RELATED TO
THR RWY 32R - ELEV 69 ft

APP	TWR	SMC	D-ATIS ID-WMKK
121.25 120.35 135.75	118.50 118.80	121.65	128.05

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)

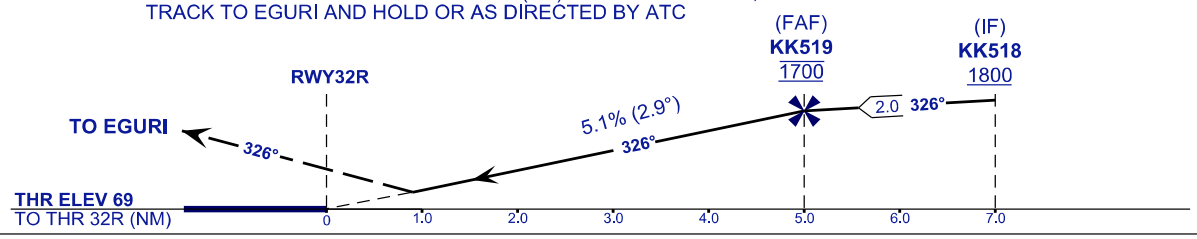
RNP Z RWY 32R (AR)



VPA 2.9°
RDH 56 ft

MISSED APPROACH
CLIMB TO 5500FT OR ABOVE VIA RNP (AR) MISSED APROACH,
TRACK TO EGURI AND HOLD OR AS DIRECTED BY ATC

TRANSITION LEVEL FL130
TRANSITION ALT 11 000 ft



STRAIGHT - IN APPROACH	OCA (OCH)	
CATEGORY OF AIRCRAFT	C	D
RNP (0.30)	**499** (430)	
CIRCLING AND ALTERNATE N/A		

AUTHORIZATION REQUIRED

NOTES

1) APPROACH NOT AUTHORIZED WHEN AIRPORT TEMPERATURE BELOW 18°C OR ABOVE 40°C.
2) RF REQUIRED.
3) WMKK ALTIMETER SETTING REQUIRED.
4) GNSS REQUIRED.
5) PAPI AND VERTICAL PATH ANGLE NOT COINCIDENT.
6) RNP 0.30 FROM IAFS TO THRESHOLD.
7) RNP 0.50 FROM RWY32R TO KK520

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

CHANGES : FREQUENCY ATIS TO D-ATIS ID-WMKK.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 69 FT
HEIGHT RELATED TO
THR RWY 32R - ELEV 69 FT

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)

RNP Z RWY 32R (AR)

TABULAR DESCRIPTION

KK894 TRANSITION

SEQ.	PATH TERM.	WPT IDENT.	RF ARC CENTER	FLY OVER	WPT DESC.	TRACK (M)/ DISTANCE (NM) OR COURSE/TIME	ARC DIR.	ALTITUDE (FT)	SPEED LIMIT (KT)	VPA/ TCH	RNP (NM)
010	IF	KK894	-	N	IAF	-	-	+5000	-	-	0.3
020	TF	KK515	-	N	-	146°/4.0	-	+4000	-	-	0.3
030	TF	KK516	-	N	-	146°/3.5	-	+3500	-210	-	0.3
040	RF	KK517	RKK25	N	-	2.5 RF/6.8	R	+2000	-180	-	0.3
050	RF	KK518	RKK25	N	IF	2.5 RF/1.0	-	+1800	-	-	0.3
060	TF	KK519	-	N	FAF	326°/2.0	-	@1700	-	-	0.3

KK892 TRANSITION

SEQ.	PATH TERM.	WPT IDENT.	RF ARC CENTER	FLY OVER	WPT DESC.	TRACK (M)/ DISTANCE (NM) OR COURSE/TIME	ARC DIR.	ALTITUDE (FT)	SPEED LIMIT (KT)	VPA/ TCH	RNP (NM)
010	IF	KK892	-	N	IAF	-	-	+5000	-	-	0.3
020	TF	KK517	-	N	-	303°/12.2	-	+2000	-180	-	0.3
030	RF	KK518	RKK25	N	IF	2.5 RF/1.0	-	+1800	-	-	0.3
040	TF	KK519	-	N	FAF	326°/2.0	-	@1700	-	-	0.3

FINAL AND MISSED APPROACH

SEQ.	PATH TERM.	WPT IDENT.	RF ARC CENTER	FLY OVER	WPT DESC.	TRACK (M)/ DISTANCE (NM) OR COURSE/TIME	ARC DIR.	ALTITUDE (FT)	SPEED LIMIT (KT)	VPA/ TCH	RNP (NM)
010	IF	KK519	-	N	FAF	-	-	@1700	-	-	0.3
020	TF	RWY32R	-	Y	-	326°/5.0	-	-	-	2.9°/56	0.3
030	TF	KK520	-	N	-	326°/6.0	-	+1500	-	-	0.5
040	TF	KK521	RKK26	N	-	2.9 RF/7.2	R	+3000	-	-	1.0
050	TF	EGURI	-	N	-	108°/9.3	-	+5500	-	-	1.0
060	HM	EGURI	-	Y	-	224°/ 1 MIN	R	+5500	-230	-	1.0

CHANGES : NEW CHART

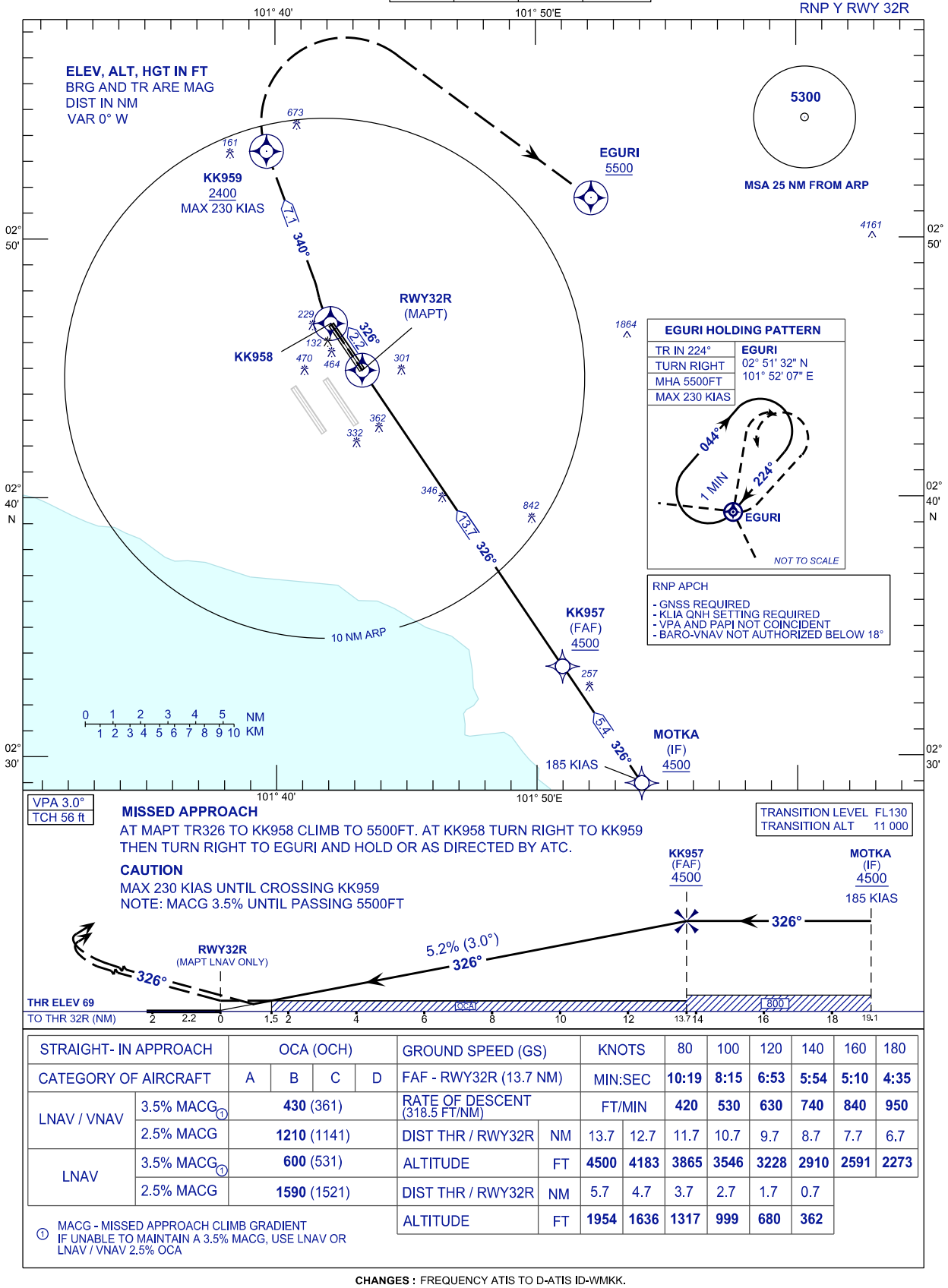
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 69 ft
HEIGHT RELATED TO
THR RWY 32R - ELEV 69 ft

APP	TWR	SMC	D-ATIS ID-WMKK
121.25 120.35 135.75	118.80	121.65	128.05

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)

RNP Y RWY 32R



VPA 3.0°
TCH 56 ft

MISSED APPROACH
AT MAPT TR326 TO KK958 CLIMB TO 5500FT. AT KK958 TURN RIGHT TO KK959 THEN TURN RIGHT TO EGURI AND HOLD OR AS DIRECTED BY ATC.

CAUTION
MAX 230 KIAS UNTIL CROSSING KK959
NOTE: MACG 3.5% UNTIL PASSING 5500FT

TRANSITION LEVEL FL130
TRANSITION ALT 11 000

STRAIGHT- IN APPROACH		OCA (OCH)				GROUND SPEED (GS)		KNOTS	80	100	120	140	160	180
CATEGORY OF AIRCRAFT		A	B	C	D	FAF - RWY32R (13.7 NM)		MIN:SEC	**10:19**	**8:15**	**6:53**	**5:54**	**5:10**	**4:35**
LNAV / VNAV	3.5% MACG①	**430** (361)				RATE OF DESCENT (318.5 FT/NM)		FT/MIN	**420**	**530**	**630**	**740**	**840**	**950**
	2.5% MACG	**1210** (1141)				DIST THR / RWY32R	NM	13.7	12.7	11.7	10.7	9.7	8.7	7.7	6.7
LNAV	3.5% MACG①	**600** (531)				ALTITUDE	FT	**4500**	**4183**	**3865**	**3546**	**3228**	**2910**	**2591**	**2273**
	2.5% MACG	**1590** (1521)				DIST THR / RWY32R	NM	5.7	4.7	3.7	2.7	1.7	0.7		
						ALTITUDE	FT	**1954**	**1636**	**1317**	**999**	**680**	**362**		

① MACG - MISSED APPROACH CLIMB GRADIENT
IF UNABLE TO MAINTAIN A 3.5% MACG, USE LNAV OR LNAV / VNAV 2.5% OCA

CHANGES : FREQUENCY ATIS TO D-ATIS ID-WMKK.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 69 FT
HEIGHT RELATED TO
THR RWY 32R - ELEV 69 FT

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)

RNP Y RWY 32R

TABULAR DESCRIPTION

SEQ	PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE / TRACK (M)	DISTANCE (NM)	TURN DIRECTION	ALTITUDE	SPEED LIMIT (KT)	RECOMMENDED NAVAID	VPA / TCH	NAVIGATION SPECIFICATION
01	IF	MOTKA (IF)	N	-	-	-	+ 4500	@185	-	-	RNP APCH
02	TF	KK957 (FAF)	N	326°	5.4	-	+ 4500	-	-	-	RNP APCH
03	TF	RWY32R (MAPT)	Y	326°	13.7	-	-	-	-	- 3.0°/ 56	RNP APCH
04	TF	KK958	Y	326°	2.2	-	-	-	-	-	RNP APCH
05	TF	KK959	Y	340°	7.1	R	+ 2400	- 230	-	-	RNP APCH
06	DF	EGURI	Y	-	-	R	+ 5500	-	-	-	RNP APCH
07	HM	EGURI	Y	224°	-	R	+ 5500	- 230	-	-	RNP 1

WAYPOINT LIST

WAYPOINT IDENTIFIER	COORDINATES
MOTKA (IF)	02° 28' 56.31" N 101° 54' 01.52" E
EGURI	02° 51' 32.37" N 101° 52' 07.20" E
KK957 (FAF)	02° 33' 26.98" N 101° 50' 59.40" E
RWY32R (MAPT)	02° 44' 54.00" N 101° 43' 19.43" E
KK958	02° 46' 42.49" N 101° 42' 06.69" E
KK959	02° 53' 21.74" N 101° 39' 39.77" E

CHANGES : RENAMING CHART IDENTIFICATION

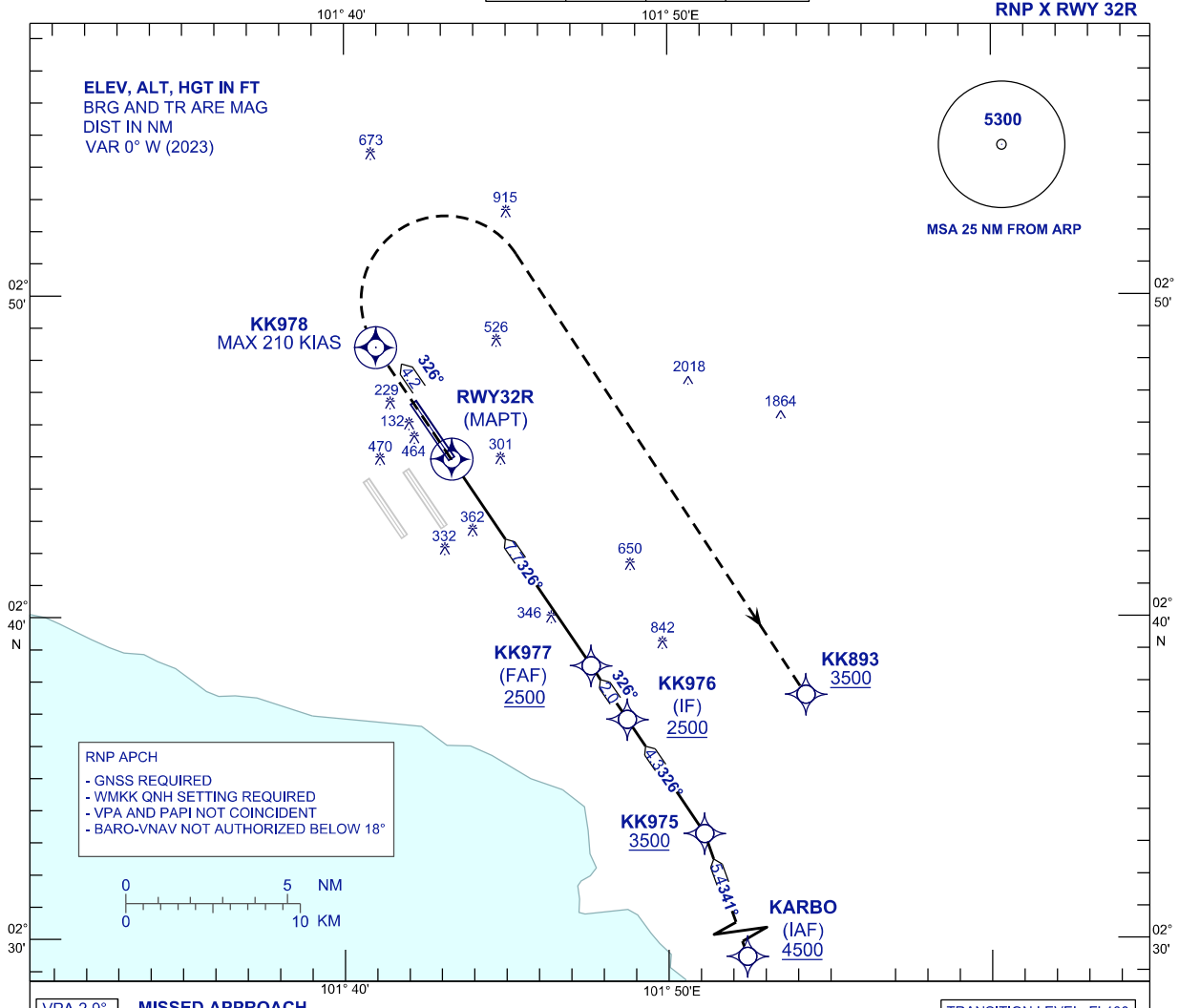
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 69 ft
HEIGHT RELATED TO
THR RWY 32R - ELEV 69 ft

APP	TWR	SMC	D-ATIS ID-WMKK
121.25 120.35 135.75	118.80	121.65	128.05

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)

RNP X RWY 32R

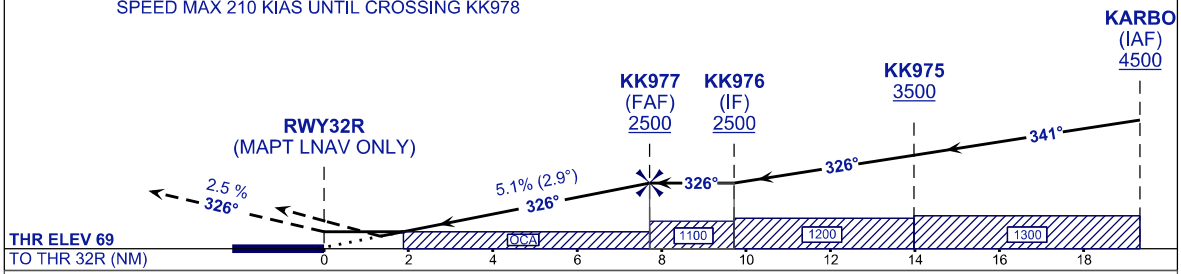


VPA 2.9°
TCH 56 ft

MISSED APPROACH
AT MAPT TR326 TO KK978 CLIMB TO 3500FT OR ABOVE. AT KK978 TURN RIGHT TO KK893 OR AS DIRECTED BY ATC.

CAUTION
SPEED MAX 210 KIAS UNTIL CROSSING KK978

TRANSITION LEVEL	FL130
TRANSITION ALT	11 000



STRAIGHT- IN APPROACH	OCA (OCH)			
CATEGORY OF AIRCRAFT	A	B	C	D
LNAV / VNAV	**601** (532)			
LNAV	**700** (631)			

GROUND SPEED (GS)	KNOTS	80	100	120	140	160	180
FAF - RWY32R (7.7 NM)	MIN:SEC	**5:47**	**4:38**	**3:51**	**3:18**	**2:54**	**2:34**
RATE OF DESCENT (5.1% / 2.9°)	FT/MIN	**410**	**510**	**620**	**720**	**820**	**920**

DIST THR / RWY32R	NM	7.7	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	FT	**2500**	**2280**	**1972**	**1665**	**1357**	**1049**	**741**	**433**

CHANGES : FREQUENCY ATIS TO D-ATIS ID-WMKK.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 69 FT
HEIGHT RELATED TO
THR RWY 32R - ELEV 69 FT

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)

RNP X RWY 32R

TABULAR DESCRIPTION

SEQ	PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE / TRACK (M)	DISTANCE (NM)	TURN DIRECTION	ALTITUDE	SPEED LIMIT (KT)	RECOMMENDED NAVAID	VPA / TCH	NAVIGATION SPECIFICATION
01	IF	KARBO (IAF)	N	-	-	-	+4500	-	-	-	RNP APCH
02	TF	KK975	N	341°	5.4	-	+3500	-	-	-	RNP APCH
03	TF	KK976 (IF)	N	326°	4.3	-	+2500	-	-	-	RNP APCH
04	TF	KK977 (FAF)	N	326°	2.0	-	+2500	-	-	-	RNP APCH
05	TF	RWY32R (MAPT)	Y	326°	7.7	-	-	-	-	- 2.9°/ 56	RNP APCH
06	TF	KK978	Y	326°	4.2	-	-	- 210	-	-	RNP APCH
07	DF	KK893	N	-	-	R	+3500	-	-	-	RNP APCH

WAYPOINT LIST

WAYPOINT IDENTIFIER	COORDINATES
KARBO (IAF)	02° 28' 10.18" N 101° 52' 53.48" E
KK975	02° 33' 15.21" N 101° 51' 07.97" E
KK976 (IF)	02° 36' 48.27" N 101° 48' 44.96" E
KK977 (FAF)	02° 38' 28.27" N 101° 47' 37.94" E
RWY32R (MAPT)	02° 44' 53.98" N 101° 43' 19.45" E
KK978	02° 48' 22.49" N 101° 40' 59.67" E
KK893	02° 37' 34.68" N 101° 54' 15.25" E

CHANGES : NEW CHART.

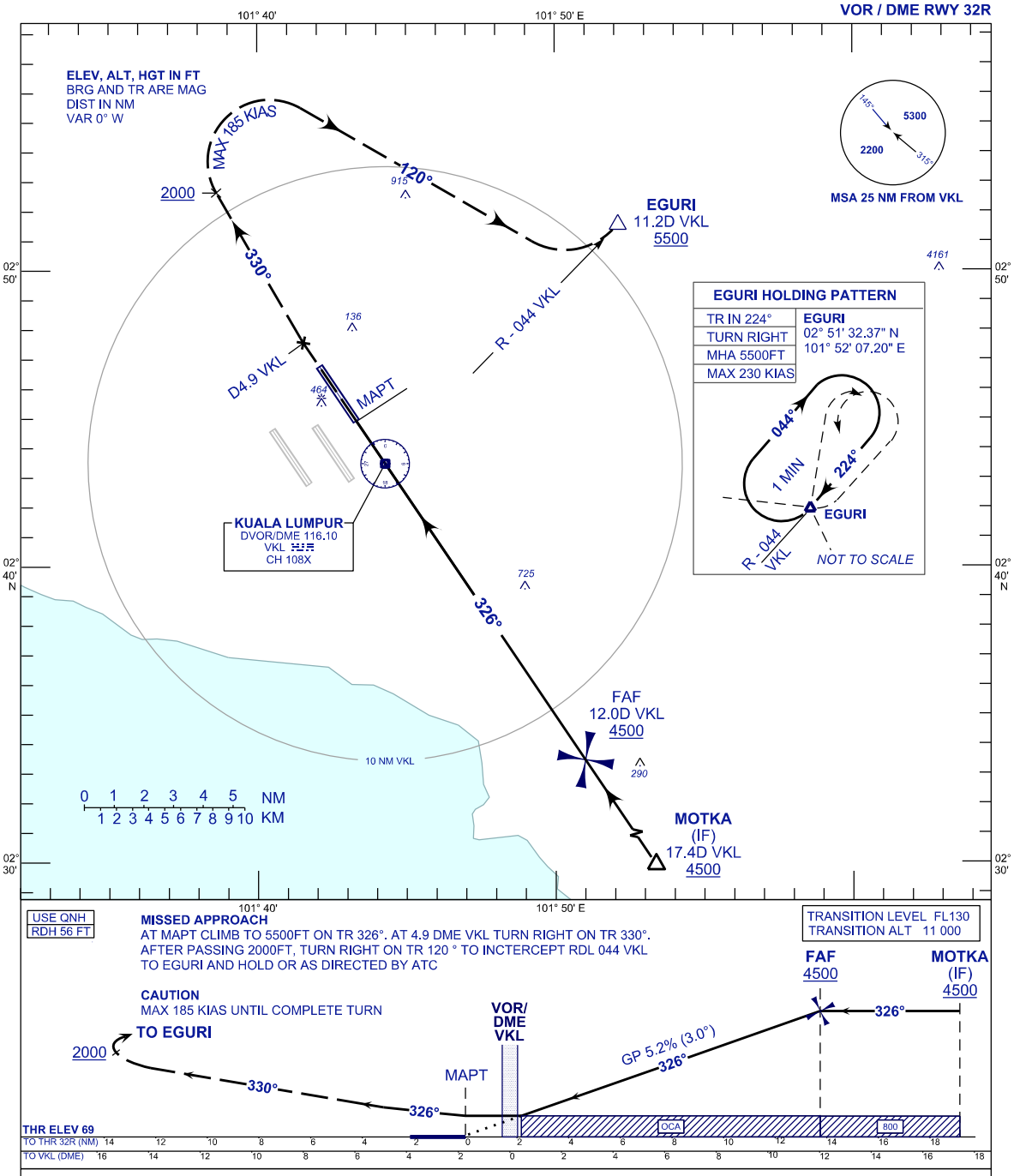
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 69 ft
HEIGHT RELATED TO
THR RWY 32R - ELEV 69 ft

APP	TWR	SMC	D-ATIS
121.25 120.35 135.75	118.80	121.65	ID-WMKK 128.05

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)

VOR / DME RWY 32R



USE QNH
RDH 56 FT

MISSED APPROACH
AT MAPT CLIMB TO 5500FT ON TR 326°. AT 4.9 DME VKL TURN RIGHT ON TR 330°. AFTER PASSING 2000FT, TURN RIGHT ON TR 120 ° TO INCTERCEPT RDL 044 VKL TO EGURI AND HOLD OR AS DIRECTED BY ATC

CAUTION
MAX 185 KIAS UNTIL COMPLETE TURN

TRANSITION LEVEL FL130
TRANSITION ALT 11 000

OCA (OCH)	A	B	C	D
VOR / DME	**810** (741)			

GROUND SPEED (GS)	KT	80	100	120	140	160	180
FAF - RWY32R (13.7 NM)	MIN:SEC	**10:19**	**8:15**	**6:52**	**5:54**	**5:09**	**4:35**
RATE OF DESCEND (318.4 FT/NM)	FT/MIN	**420**	**530**	**640**	**740**	**850**	**950**

DME VKL	NM	12.0	11.0	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0	0.0	1.0
DIST THR/RWY32R	NM	13.7	12.7	11.7	10.7	9.7	8.7	7.7	6.7	5.7	4.7	3.7	2.7	1.7	0.7
ALTITUDE	FT	**4500**	**4166**	**3848**	**3530**	**3212**	**2894**	**2575**	**2257**	**1939**	**1621**	**1303**	**985**	**667**	**349**

CHANGES : FREQUENCY ATIS TO D-ATIS ID-WMKK.

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 69 FT
HEIGHT RELATED TO
THR RWY 32R - ELEV 69 FT

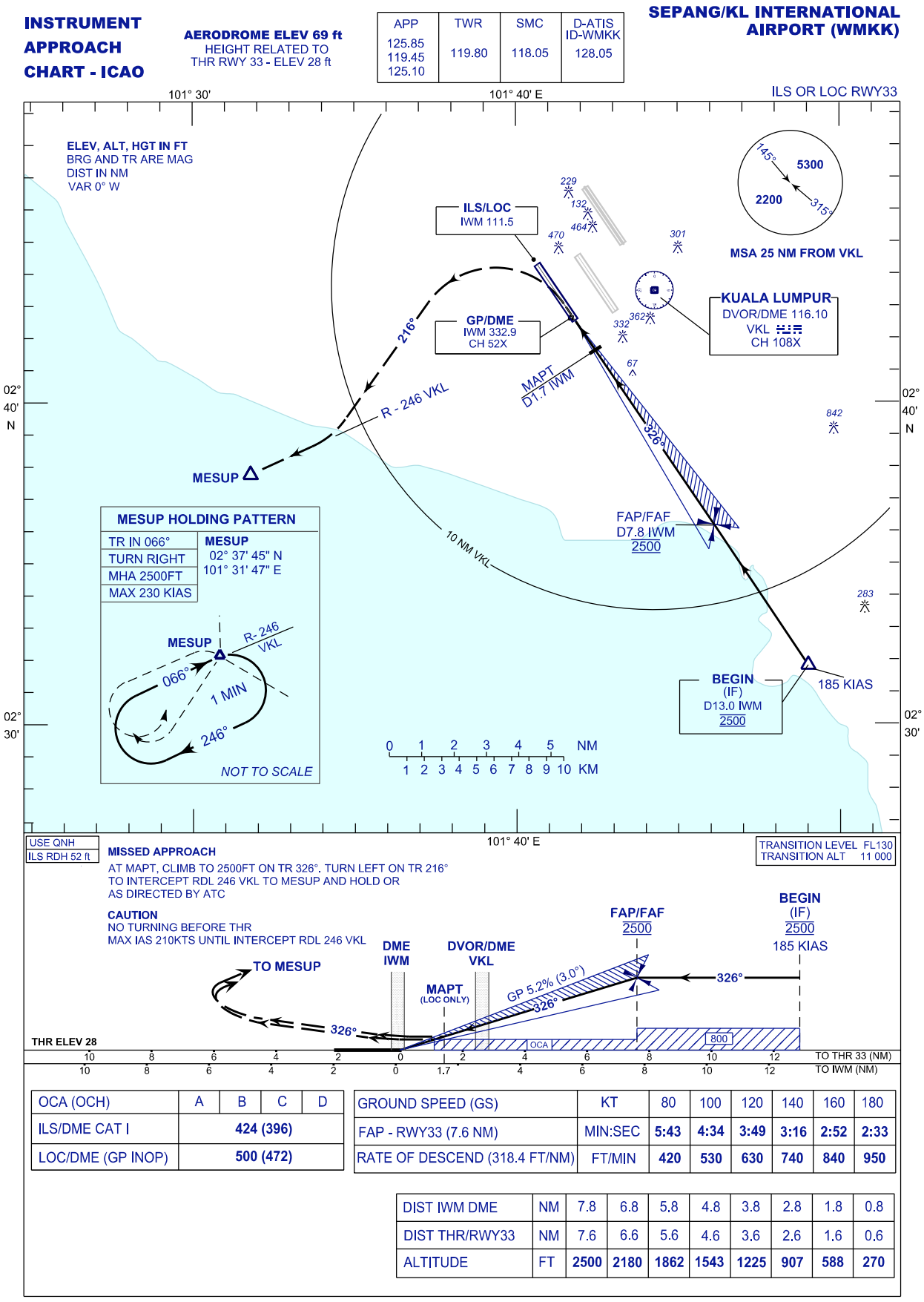
SEPANG/KL INTERNATIONAL
AIRPORT (WMKK)

VOR / DME RWY 32R

AERONAUTICAL DATA TABULATION

FIX / POINT / NAVAID		COORDINATES	
VKL DVOR/DME	116.10MHZ / CH108X	02°43'28.00"N	101°44'17.00"E
MOTKA (IF)	17.4 DME VKL	02°28'56.31"N	101°54'01.52"E
FAF	12.0 DME VKL	02°33'26.60"N	101°51'00.30"E
RWY 32R (MAPT)		02°44'53.98"N	101°43'19.45"E
EGURI (MAHF)	RDL 044 VKL / 11.2 DME	02°51'32.37"N	101°52'07.20"E

CHANGES : NEW CHART.



OCA (OCH)	A	B	C	D
ILS/DME CAT I	424 (396)			
LOC/DME (GP INOP)	500 (472)			

GROUND SPEED (GS)	KT	80	100	120	140	160	180
FAP - RWY33 (7.6 NM)	MIN:SEC	5:43	4:34	3:49	3:16	2:52	2:33
RATE OF DESCEND (318.4 FT/NM)	FT/MIN	420	530	630	740	840	950

DIST IWM DME	NM	7.8	6.8	5,8	4.8	3.8	2.8	1.8	0.8
DIST THR/RWY33	NM	7.6	6.6	5.6	4.6	3.6	2.6	1.6	0.6
ALTITUDE	FT	2500	2180	1862	1543	1225	907	588	270

CHANGES : FREQUENCY ATIS TO D-ATIS ID-WMKK.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 69 FT
HEIGHT RELATED TO
THR RWY 33 - ELEV 28 FT

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)

ILS OR LOC RWY33

AERONAUTICAL DATA TABULATION

FIX / POINT / NAVAID		COORDINATES
VKL DVOR/DME	116.10MHz / CH108x	02°43'28.00"N 101°44'17.00"E
IWM GP/DME	332.90MHz / CH52x	02°42'36.70"N 101°41'42.20"E
IWM ILS/LOC	111.50MHz	02°44'25.30"N 101°40'33.20"E
BEGIN (IF)	13.0 DME IWM	02°31'50.16"N 101°49'00.84"E
FAP / FAF	7.8 DME IWM	02°36'11.50"N 101°46'06.80"E
MESUP (MAHF)	RDL 246 VKL / 13.7 DME	02°37'45.17"N 101°31'47.07"E

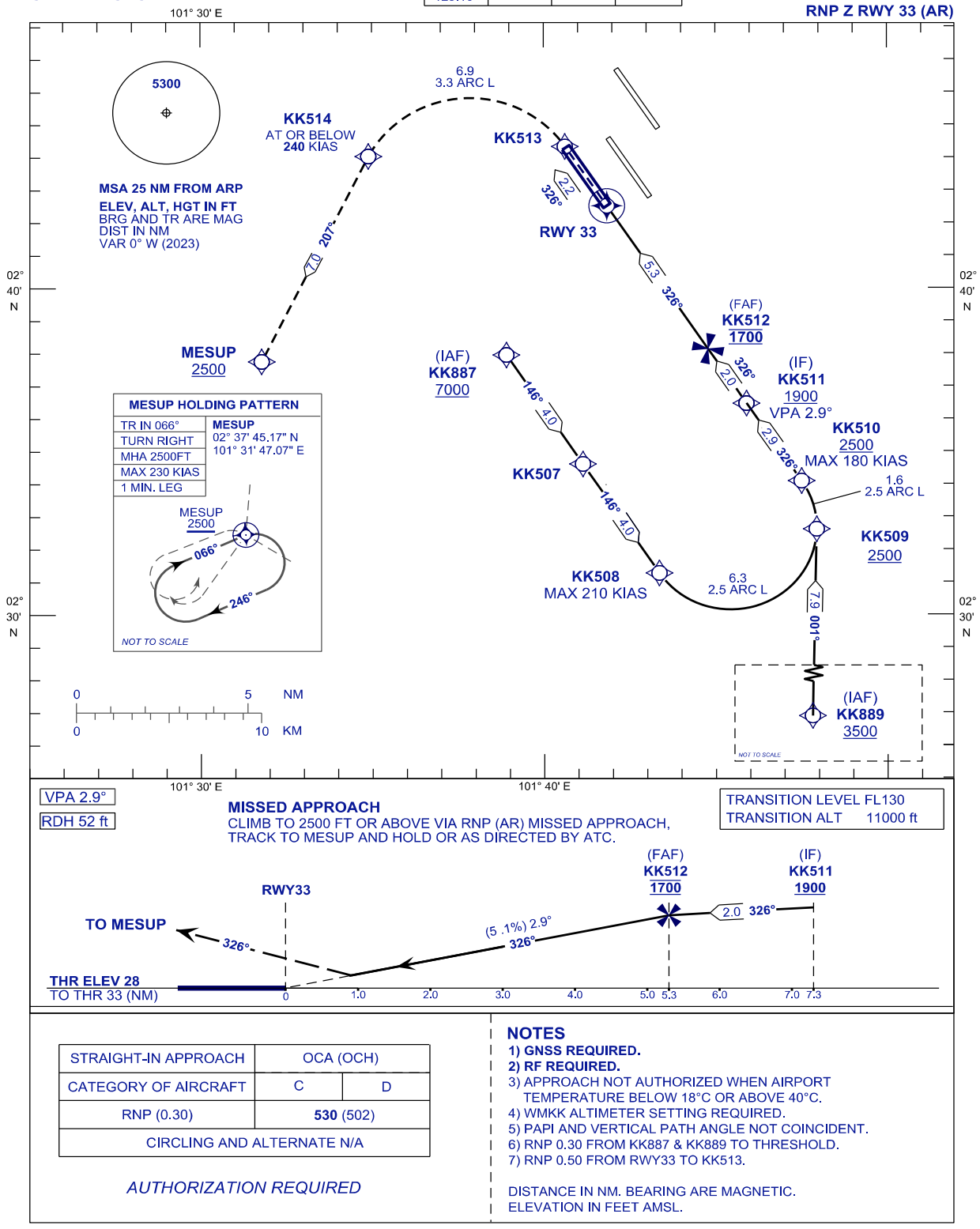
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 69 ft
HEIGHT RELATED TO
THR RWY 33 - ELEV 28 ft

APP	TWR	SMC	D-ATIS ID-WMKK
119.45 125.85 125.10	119.80	118.05	128.05

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)

RNP Z RWY 33 (AR)



VPA 2.9°
RDH 52 ft

MISSED APPROACH
CLIMB TO 2500 FT OR ABOVE VIA RNP (AR) MISSED APPROACH, TRACK TO MESUP AND HOLD OR AS DIRECTED BY ATC.

TRANSITION LEVEL FL130
TRANSITION ALT 11000 ft

STRAIGHT-IN APPROACH	OCA (OCH)	
CATEGORY OF AIRCRAFT	C	D
RNP (0.30)	**530** (502)	
CIRCLING AND ALTERNATE N/A		

AUTHORIZATION REQUIRED

NOTES
1) GNSS REQUIRED.
2) RF REQUIRED.
3) APPROACH NOT AUTHORIZED WHEN AIRPORT TEMPERATURE BELOW 18°C OR ABOVE 40°C.
4) WMKK ALTIMETER SETTING REQUIRED.
5) PAPI AND VERTICAL PATH ANGLE NOT COINCIDENT.
6) RNP 0.30 FROM KK887 & KK889 TO THRESHOLD.
7) RNP 0.50 FROM RWY33 TO KK513.

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

CHANGES : FREQUENCY ATIS TO D-ATIS ID-WMKK.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 69 FT
HEIGHT RELATED TO
THR RWY 33 - ELEV 28 FT

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)

RNP Z RWY 33 (AR)

TABULAR DESCRIPTION

KK889 TRANSITION

SEQ NO	PATH TERM	WPT IDENT	RF ARC CENTER	FLY OVER	WPT DESC.	TRACK / DISTANCE OR COURSE / TIME	ARC DIR.	ALT (FT)	SPEED LIMIT (KIAS)	VPA	RNP
010	IF	KK889	-	N	IAF	-	-	+3500	-	-	-
020	TF	KK509	-	N	-	001° M / 7.9 NM	-	+2500	-	-	0.3
030	RF	KK510	RKK23	N	-	2.5 RF / 1.6 NM	L	+2500	-180	-	0.3
040	TF	KK511	-	N	IF	326° M / 2.9 NM	-	+1900	-	-	0.3
050	TF	KK512	-	N	FAF	326° M / 2.0 NM	-	@1700	-	-2.9°	0.3

KK887 TRANSITION

SEQ NO	PATH TERM	WPT IDENT	RF ARC CENTER	FLY OVER	WPT DESC.	TRACK / DISTANCE OR COURSE / TIME	ARC DIR.	ALT (FT)	SPEED LIMIT (KIAS)	VPA	RNP
010	IF	KK887	-	N	IAF	-	-	+7000	-	-	-
020	TF	KK507	-	N	-	146° M / 4.0 NM	-	-	-	-	0.3
030	TF	KK508	-	N	-	146° M / 4.0 NM	-	-	-210	-	0.3
040	RF	KK509	RKK23	N	-	2.5 RF / 6.3 NM	L	+2500	-	-	0.3
050	TF	KK510	RKK23	N	-	2.5 RF / 1.6 NM	L	+2500	-180	-	0.3
060	TF	KK511	-	N	IF	326° M / 2.9 NM	-	+1900	-	-	0.3
070	TF	KK512	-	N	FAF	326° M / 2.0 NM	-	@1700	-	-2.9°	0.3

FINAL AND MISSED APPROACH

SEQ NO	PATH TERM	WPT IDENT	RF ARC CENTER	FLY OVER	WPT DESC.	TRACK / DISTANCE OR COURSE / TIME	ARC DIR.	ALT (FT)	SPEED LIMIT (KIAS)	VPA	RNP
010	IF	KK512	-	N	FAF	-	-	@1700	-	-	-
020	TF	RWY33	-	Y	-	326° M / 5.3 NM	-	-	-	-2.9°	0.3
030	TF	KK513	-	N	-	326° / 2.2 NM	-	-	-	-	0.5
040	RF	KK514	RKK24	N	-	3.3 RF / 6.9 NM	L	-	-240	-	1.0
050	TF	MESUP	-	N	-	207° M / 7.0 NM	-	+2500	-	-	1.0
050	HM	MESUP	-	Y	-	066° M / 1 MIN	R	+2500	-230	-	1.0

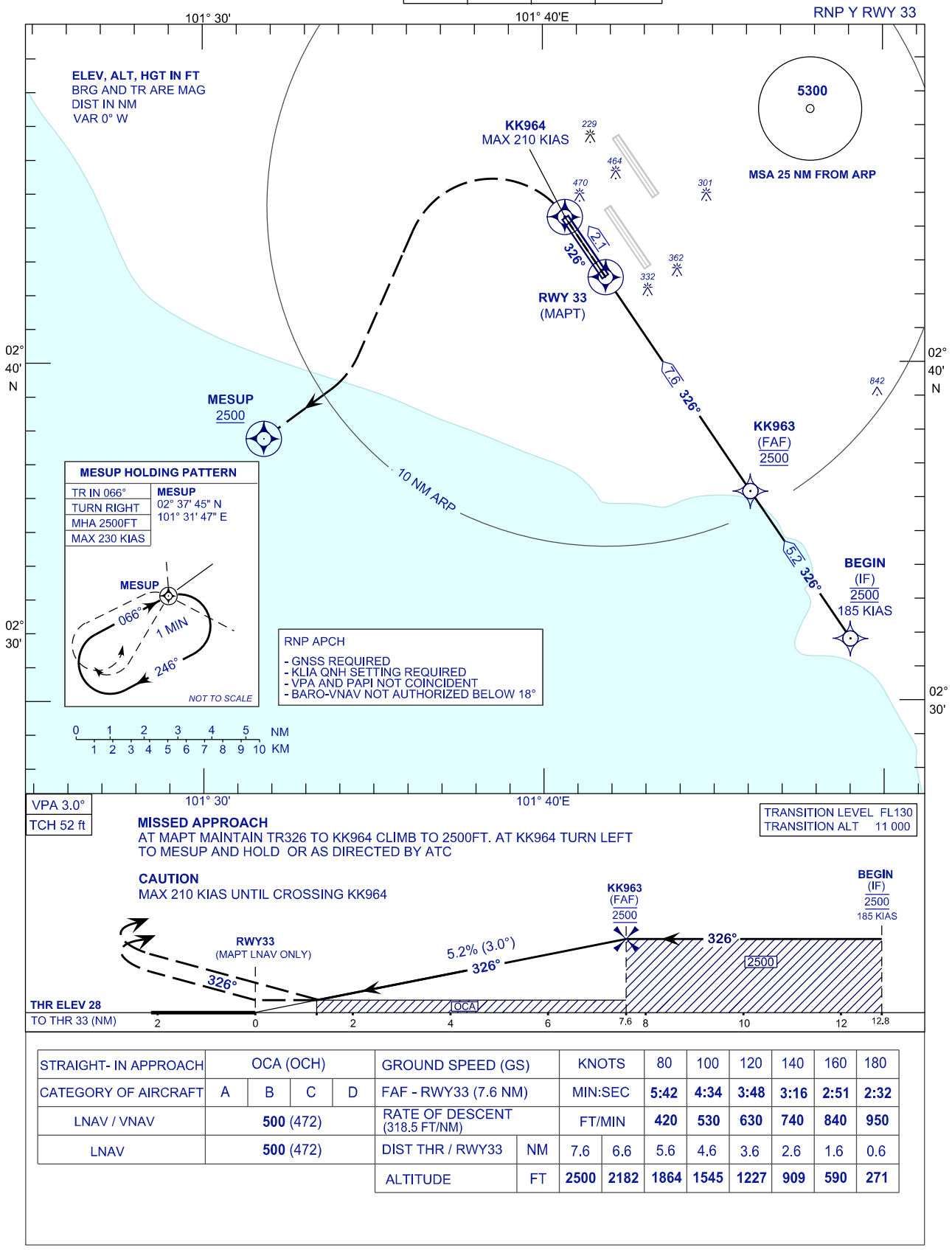
CHANGES : AT TABULAR FINAL AND MISSED APPROACH
CHANGE MESUP TRACK 088° TO 066°

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 69 ft
HEIGHT RELATED TO
THR RWY 33 - ELEV 28 ft

APP	TWR	SMC	D-ATIS ID-WMKK
119.45 125.85 125.10	119.80	118.050	128.05

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)



STRAIGHT- IN APPROACH	OCA (OCH)				GROUND SPEED (GS)		KNOTS	80	100	120	140	160	180
CATEGORY OF AIRCRAFT	A	B	C	D	FAF - RWY33 (7.6 NM)		MIN:SEC	**5:42**	**4:34**	**3:48**	**3:16**	**2:51**	**2:32**
LNAV / VNAV	**500** (472)				RATE OF DESCENT (318.5 FT/NM)		FT/MIN	**420**	**530**	**630**	**740**	**840**	**950**
LNAV	**500** (472)				DIST THR / RWY33	NM	7.6	6.6	5.6	4.6	3.6	2.6	1.6	0.6
					ALTITUDE	FT	**2500**	**2182**	**1864**	**1545**	**1227**	**909**	**590**	**271**

CHANGES : FREQUENCY ATIS TO D-ATIS ID-WMKK.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 69 FT
HEIGHT RELATED TO
THR RWY 33 - ELEV 28 FT

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)

RNP Y RWY 33

TABULAR DESCRIPTION

SEQ	PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE / TRACK (M)	DISTANCE (NM)	TURN DIRECTION	ALTITUDE	SPEED LIMIT (KT)	RECOMMENDED NAVAID	VPA / TCH	NAVIGATION SPECIFICATION
01	IF	BEGIN (IF)	N	-	-	-	@ 2500	@185	-	-	RNP APCH
02	TF	KK963 (FAF)	N	326°	5.2	-	@ 2500	-	-	-	RNP APCH
03	TF	RWY33 (MAPT)	Y	326°	7.6	-	-	-	-	- 3.0°/ 52	RNP APCH
04	TF	KK964	Y	326°	2.1	-	-	- 210	-	-	RNP APCH
05	DF	MESUP	Y	-	-	L	+ 2500	-	-	-	RNP APCH
06	HM	MESUP	Y	066°	-	R	+ 2500	- 230	-	-	RNP 1

WAYPOINT LIST

WAYPOINT IDENTIFIER	COORDINATES
BEGIN (IF)	02° 31' 50.16" N 101° 49' 00.84" E
MESUP	02° 37' 45.17" N 101° 31' 47.07" E
KK963 (FAF)	02° 36' 10.80" N 101° 46' 05.26" E
RWY33 (MAPT)	02° 42' 30.67" N 101° 41' 50.65" E
KK964	02° 44' 17.56" N 101° 40' 38.98" E

CHANGES : RENAMING CHART IDENTIFICATION

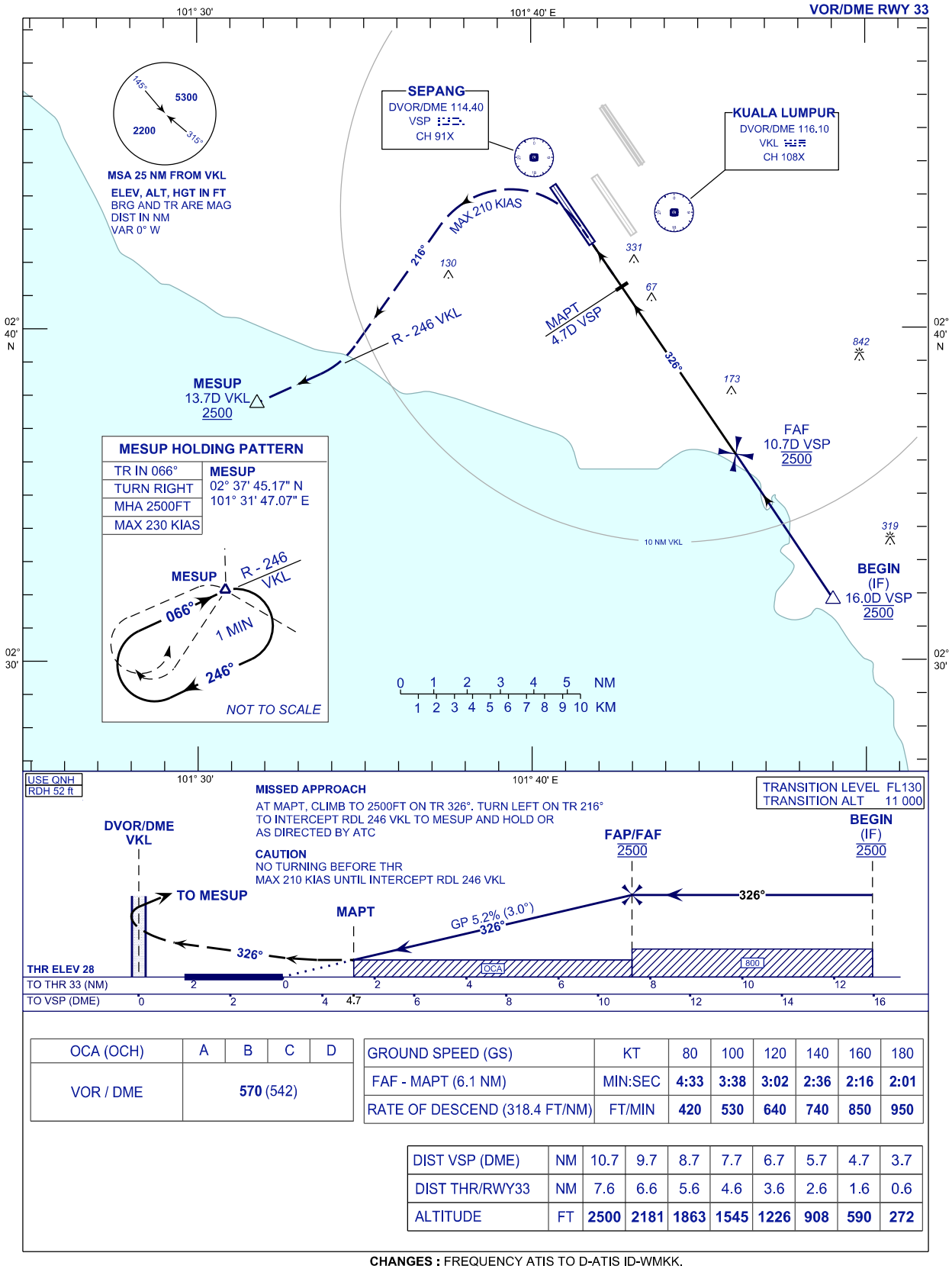
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 69 ft
HEIGHT RELATED TO
THR RWY 33 - ELEV 28 ft

APP	TWR	SMC	D-ATIS ID-WMKK
125.85 119.45 125.10	119.80	118.05	128.05

SEPANG/KL INTERNATIONAL AIRPORT (WMKK)

VOR/DME RWY 33



OCA (OCH)	A	B	C	D
VOR / DME	**570** (542)			

GROUND SPEED (GS)	KT	80	100	120	140	160	180
FAF - MAPT (6.1 NM)	MIN:SEC	**4:33**	**3:38**	**3:02**	**2:36**	**2:16**	**2:01**
RATE OF DESCEND (318.4 FT/NM)	FT/MIN	**420**	**530**	**640**	**740**	**850**	**950**

DIST VSP (DME)	NM	10.7	9.7	8.7	7.7	6.7	5.7	4.7	3.7
DIST THR/RWY33	NM	7.6	6.6	5.6	4.6	3.6	2.6	1.6	0.6
ALTITUDE	FT	**2500**	**2181**	**1863**	**1545**	**1226**	**908**	**590**	**272**

CHANGES : FREQUENCY ATIS TO D-ATIS ID-WMKK.

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 69 FT
HEIGHT RELATED TO
THR RWY 33 - ELEV 28 FT

SEPANG/KL INTERNATIONAL
AIRPORT (WMKK)

VOR/DME RWY 33

AERONAUTICAL DATA TABULATION

FIX/POINT/NAVAID		COORDINATES	
VKL DVOR/DME	116.10MHz / CH108x	02°43'28.00"N	101°44'17.00"E
VSP DVOR/DME	114.40MHz / CH91x	02°45'07.70"N	101°40'05.70"E
BEGIN (IF)	16.0 DME VSP	02°31'50.16"N	101°49'00.84"E
FAF	10.7DME VSP	02°36'11.51"N	101°46'06.80"E
MAPT	4.7 DME VSP	02°41'14.32"N	101°42'42.88"E
MESUP (MAHF)	RDL 246 VKL / 13.7 DME	02°37'45.17"N	101°31'47.07"E

CHANGES : NEW CHART.

WMKL AD 2.1 AERODROME LOCATION INDICATOR AND NAME

WMKL - LANGKAWI INTERNATIONAL

WMKL AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	062022N 0994401E Site: Between TWY B and TWY C (Approx. 153 M from RWY Centreline)
2	Direction and distance from city	Dist 13.5 KM, brg 284° from Dataran Lang,Kuah
3	Elevation/Reference temperature	7M (23 FT) / 31.89°C
4	Geoid undulation (ARP)	-16 M
5	MAG VAR/Annual change	0° W (2022) / - 0° 1' 20" E decreasing
6	AD Administration, address, telephone, telefax, telex, AFS	Operator: Malaysia Airports Sdn Bhd Langkawi International Airport 07000 Padang Matsirat Langkawi Kedah Darul Aman Malaysia TEL: +604 - 9551311 Telefax: +604 - 9551314 e-mail: masb_lgk@malaysiaairports.com.my Http:www.malaysiaairports.com.my ATC Services: Civil Aviation Authority of Malaysia Langkawi International Airport 07000 Padang Matsirat Langkawi Kedah Darul Aman Malaysia TEL: +604 - 9552191 Telefax: +604 - 9552195 (Office) +604 - 9552193 (Tower) AFS: WMKLZTZX
7	Types of traffic permitted (IFR/VFR)	IFR / VFR
8	Remarks	NIL

WMKL AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	2300 - 1500
2	Customs and immigration	2200 - 1500 and upon request
3	Health and sanitation	0000 - 0800
4	AIS Briefing Office	2300 - 1500
5	ATS Reporting Office (ARO)	-
6	MET Briefing Office	H24
7	ATS	2300 - 1500
8	Fuelling	PETRONAS: 2300 - 1400 and upon request. Contact +6 04 955 2001
9	Handling	Malaysia Airlines: 2330 - 1500
10	Security	H24
11	De-icing	NIL
12	Remarks	Operations beyond 1500 required 8 hours prior notice to: MASB: +604 - 9551311 and CAAM: +604 - 9552191

WMKL AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Malaysia Airlines
2	Fuel/oil types	JET A1, AVGAS Avbl on req after 1400 (Contact +60 4955 2001)
3	Fuelling facilities/capacity	PETRONAS Dagangan Berhad Refuelling by bowsers. 18, 300 litres Jet A1 only
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

WMKL AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in town and resort by the beach.
2	Restaurants	Two outlet - local and western food.
3	Transportation	Taxi and Limousine.
4	Medical facilities	Langkawi Hospital at Bukit Tekoh, 12 KM from Airport by road.
5	Bank and Post Office	MaybanK and CIMB Forex at the Airport and Post Office at Padang Matsirat, 1 km from the Airport.
6	Tourist Office	In Kuah town.
7	Remarks	NIL

WMKL 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	With arrangement with the respective airline and ground handler. Aircraft lifting equipment a) Largest aircraft - B747-400
4	Remarks	All Airport Fire & Rescue Service (AFRS) personnel are trained in rescue and fire-fighting as well medical first - aid

WMKL AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

In Area 2					
OBST ID/ Designation	**OBST type**	**OBST position**	**ELEV/HGT**	**Marking/Type, colour, lighting (LGT)**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
WMKLOB021	HIGH BUILDING BRIDGE	062104.8N 0994312E	HGT 150 FT AMSL	NIL	NIL
WMKLOB022	WDI RWY 03	061920.7N 0994331.6E	4 M / 10 M AMSL	Marked and Lighted LIL, RED	NIL

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

WMKL AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	AMS LANGKAWI
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	AMO BAYAN LEPAS H24 (0024 0606 1212 1818)
4	Trend forecast Interval of issuance	-
5	Briefing/consultation provided	NIL
6	Flight documentation Language(s) used	Charts,Tabular Form and Abbreviated Plain Language Text English
7	Charts and other information available for briefing or consultation	No briefing and consultation but charts available upon request
8	Supplementary equipment available for providing information	Aviation Self-Briefing Terminal - ABT (Internet)
9	ATS units provided with information	Langkawi APP/TWR
10	Additional information (limitation of service, etc.)	TEL: +604 - 9551277 Telefax:+604 - 9554852

WMKL AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY(M)	Strength (PCR) 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
03	034.36°	3813 x 45	PCR 550 / F / A / W / U Asphalt (Flexible)	THR coordinates 061912.41N 0994319.27E RWY end coordinates 062038.46N 0994418.07E GUND: -16.0M	THR elevation: 5.0 M (16.4 FT) TDZ elevation: 5.0 M (16.4 FT)
21	214.36°	3813 x 45	PCR 550 / F / A / W / U Asphalt (Flexible)	THR coordinates 062038.46N 0994418.07E RWY end coordinates 061856.07N 0994308.03E GUND: -16.0M	THR elevation: 7.3 M (24.0 FT)

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
0.07%	NIL	NIL	3933 x 280	NIL	RESA: 90 M X 90 M
-0.07%	NIL	NIL	3933 x 280	NIL	RESA: 90 M X 90 M

WMKL AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
03	NU	NU	NU	3203	THR RWY 03 displaced by 610M (2000FT). Marked and lighted accordingly.
21	3813	3813	3813	NU	-

WMKL 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
03	CAT1 920.8 M LIH	Green Green	PAPI Left & Right Slope 3° 16.2 M (53.0 FT)	NIL	NIL	3813M 60 M Red/Variable White/Yellow LIH	Red	NIL	1. The first 610 M of RWY edge lights are red due to displaced threshold 2. Inconsistent interval distance of the approach light mast from Row No. 1 to Row No. 5, Row No. 19 to Row No. 20, Row No. 25 to Row No. 26.
21	NIL	NIL	NIL	NIL	NIL	3813 M 60 M Variable White/Yellow LIH	Red	NIL	NIL

WMKL 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 1100 - 1500 UTC and during bad weather.
2	LDI location and LGT Anemometer location and LGT	Wind direction indicator (WDI): RWY 03: 425 M from THR on right, 170 M from RWY Centre line and lighted. RWY 21: 422 M from THR on left, 124 M from RWY Centre line and lighted. Anemometer: NIL
3	TWY edge and centre line lighting	TWY edge lights - TWY A, TWY B & TWY C TWY centre line lights - TWY A (on curve and exit) - TWY B and C (on exit)
4	Secondary power supply/switch-over time	Secondary power supply to all AGL at AD Switch-over time:maximum 15 sec
5	Remarks	NIL

WMKL 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

WMKL AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	LANGKAWI CTR Fm 062959N 0991956E, a straight line to 060429N 0991956E, thence along an arc of a circle radius 30NM centred on VPL VOR/DME (062119.5N 0994450.6E) to 055511N 0995132E thence along the Butterworth CTR bdry (an arc 40NM radius centred on VBT (052837.2N 1002335.8E) to 060029N 0995956E. Thence a straight line to the Kuala Lumpur / Bangkok FIR BDRY at 062610N 0995955E, thence along the Kuala Lumpur / Bangkok FIR BDRY to 062958N 0992856E followed by a straight line to 062958N 0991956E.
2	Vertical limits	SFC to 10 000 FT AMSL
3	Airspace classification	C
4	ATS unit call sign Language(s)	LANGKAWI APP English
5	Transition altitude	11 000 FT AMSL
6	Remarks	NIL

WMKL AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
SMC	LANGKAWI GROUND	121.800MHZ	2300 - 1500	
TWR	LANGKAWI TOWER	118.500MHZ		-
APP	LANGKAWI APP	119.400MHZ 121.500MHZ		PSR and SSR AVBL for APP. ADS-B AVBL for MNT only. Emergency frequency
ATIS	LANGKAWI TERMINAL INFORMATION	128.200MHZ		-

WMKL 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	ILK	110.700 MHZ	H24	062044.92N 0994422.42E	-	15W.
GP/DME		330.200 MHZ CH 44X		061919.08N 0994328.57E	-	DME located with GP GP - 3° slope. 5W / 200W.
DVOR/DME	VPL	114.100 MHZ CH 88X		062115.66N 0994443.63E	-	50W / 200W.

WMKL AD 2.20 LOCAL AERODROME REGULATIONS

2.20.1 Local Flying Restrictions

2.20.1.1 Langkawi Runway

2.20.1.1.1 Uni-directional runway in use due to hilly terrain:

- Take-off RWY 21
- Landing RWY 03

2.20.1.2 Circling

2.20.1.2.1 Circling is prohibited except for Category 'A' and Category 'B' ACFT to west of airfield above 750 FT.

2.20.1.3 Circuit Pattern

2.20.1.3.1 Circuit Pattern

- RWY 03 Left-hand circuit
- RWY 21 Right-hand circuit

2.20.1.3.2 Circuit height

Heavy / Medium - 1500 FT
Light aircraft - 1000 FT
Ultralight - 800 FT
Low level - 500 FT

2.20.1.4 Rock Blasting activities within 1 NM radius of 062500N 0994530E (500 M west of Kedah Cement Quarry). Pilots advised to avoid this area during period of activity.

2.20.1.5 Chimney flame discharge at irregular interval at 062510N 0994600E (Kedah Cement Quarry). Pilots to exercise caution.

2.20.1.6 Due to close proximity between Berjaya Resorts Helipad and cable car ops from Oriental Village (062220N 0994015E) to Gunung Machincang, helicopters landing Berjaya Resorts Helipad to approach from the sea and to depart heading towards the sea before setting course.

2.20.1.7 All aircraft to keep clear 1.5 NM away from coordinate 0624N 09940E (cable car area at Gunung Machinchang).

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

WMKL AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

WMKL AD 2.22 FLIGHT PROCEDURES

2.22.1. After Airborne, on passing 2500 FT, pilot to contact Langkawi Radar on 119.4 MHZ or as instructed by the controller.

WMKL AD 2.23 ADDITIONAL INFORMATION

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

2.23.2. Pilot to exercise caution on the aerodrome non-conforming issues as follows:

1. Portions of the perimeter/security fencing is located within runway strips and protruding transitional surface slope.
2. Portions of the perimeter road and public road are located within runway strips.

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

2.23.4. Taxiway edge lights on Taxiway A, Taxiway B and Taxiway C are not uniformly spaced and intervals within 60 m.

2.23.5 Kite Flying in the Vicinity of the Aerodrome

2.23.5.1 Kites flying around the aerodrome. Pilots to exercise extreme caution especially at base leg, downwind and finals.

WMKL AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
AERODROME/HELIPORT CHART (WMKL) - ICAO	AD 2-WMKL-2-1
AIRCRAFT PARKING/DOCKING CHART (WMKL) - ICAO	AD 2-WMKL-2-3
AERODROME GROUND MOVEMENT CHART (WMKL) - ICAO	AD 2-WMKL-2-5
AERODROME OBSTACLE CHART - ICAO - TYPE A	AD 2-WMKL-3-1
LANGKAWI CONTROL ZONE AND HOLDING AREAS	AD 2-WMKL-4-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO	AD 2-WMKL-4-3
STANDARD DEPARTURE CHART - ICAO - RADAR DEPARTURE	AD 2-WMKL-6-1
STANDARD DEPARTURE CHART - ICAO - RWY 21 KAPKO 1D AKRAB 1D ANDOK 1D MULOT 1D RUVTO 1D ISTEL 1D	AD 2-WMKL-6-3
STANDARD DEPARTURE CHART - ICAO - RWY 21 KAPKO 1D AKRAB 1D ANDOK 1D MULOT 1D RUVTO 1D ISTEL 1D (TABULAR 1)	AD 2-WMKL-6-4
STANDARD DEPARTURE CHART - ICAO - RWY 21 RNAV (GNSS) RWY21 RUVTO 1B AKRAB 1B ANDOK 1B ISTEL 1B MULOT 1B KAPKO 1B	AD 2-WMKL-6-5
STANDARD DEPARTURE CHART - ICAO - RWY 21 RNAV (GNSS) RWY21 RUVTO 1B AKRAB 1B ANDOK 1B ISTEL 1B MULOT 1B KAPKO 1B (TABULAR 1)	AD 2-WMKL-6-6
STANDARD DEPARTURE CHART - ICAO - RWY 21 RNAV (GNSS) RWY21 RUVTO 1B AKRAB 1B ANDOK 1B ISTEL 1B MULOT 1B KAPKO 1B (TABULAR 2)	AD 2-WMKL-6-7
STANDARD ARRIVAL CHART - ICAO - RWY 03 ARRIVAL (15 DME ARC) SAGEL 1G KAPKO 1G VPL 1G AKRAB 1G	AD 2-WMKL-7-1
STANDARD ARRIVAL CHART - ICAO - RWY 03 ARRIVAL (15 DME ARC) SAGEL 1G KAPKO 1G VPL 1G AKRAB 1G (TABULAR 1)	AD 2-WMKL-7-2
STANDARD ARRIVAL CHART - ICAO - RWY 03 RNAV (GNSS) DAKOV 1E AKRAB 1E KAPKO 1E DALAN 1E VPL 1E	AD 2-WMKL-7-3
STANDARD ARRIVAL CHART - ICAO - RWY 03 RNAV (GNSS) DAKOV 1E AKRAB 1E KAPKO 1E DALAN 1E VPL 1E (TABULAR 1)	AD 2-WMKL-7-4
STANDARD ARRIVAL CHART - ICAO - RWY 03 RNAV (GNSS) DAKOV 1E AKRAB 1E KAPKO 1E DALAN 1E VPL 1E (TABULAR 2)	AD 2-WMKL-7-5
INSTRUMENT APPROACH CHART - ICAO - RWY 03 ILS Z OR LOC Z	AD 2-WMKL-8-1
INSTRUMENT APPROACH CHART - ICAO - RWY 03 ILS Z OR LOC Z (TABULAR 1)	AD 2-WMKL-8-2
INSTRUMENT APPROACH CHART - ICAO - RWY 03 ILS Y OR LOC Y CAT A_B ONLY	AD 2-WMKL-8-3
INSTRUMENT APPROACH CHART - ICAO - RWY 03 ILS Y OR LOC Y CAT A_B ONLY (TABULAR 1)	AD 2-WMKL-8-4
INSTRUMENT APPROACH CHART - ICAO - RWY 03 VOR Z 15 DME ARC	AD 2-WMKL-8-5
INSTRUMENT APPROACH CHART - ICAO - RWY 03 VOR Z 15 DME ARC (TABULAR 1)	AD 2-WMKL-8-6
INSTRUMENT APPROACH CHART - ICAO - RWY 03 VOR Y CAT A_B ONLY	AD 2-WMKL-8-7
INSTRUMENT APPROACH CHART - ICAO - RWY 03 VOR Y CAT A_B ONLY (TABULAR 1)	AD 2-WMKL-8-8
INSTRUMENT APPROACH CHART - ICAO - RWY 03 RNP Z (AR)	AD 2-WMKL-8-9
INSTRUMENT APPROACH CHART - ICAO - RWY 03 RNP Z (AR) (TABULAR 1)	AD 2-WMKL-8-10
INSTRUMENT APPROACH CHART - ICAO - RWY 03 RNP Y	AD 2-WMKL-8-11
INSTRUMENT APPROACH CHART - ICAO - RWY 03 RNP Y (TABULAR 1)	AD 2-WMKL-8-12
INSTRUMENT APPROACH CHART - ICAO - RWY 03 RNP Y (TABULAR 2)	AD 2-WMKL-8-13

AERODROME/HELIPORT CHART - ICAO

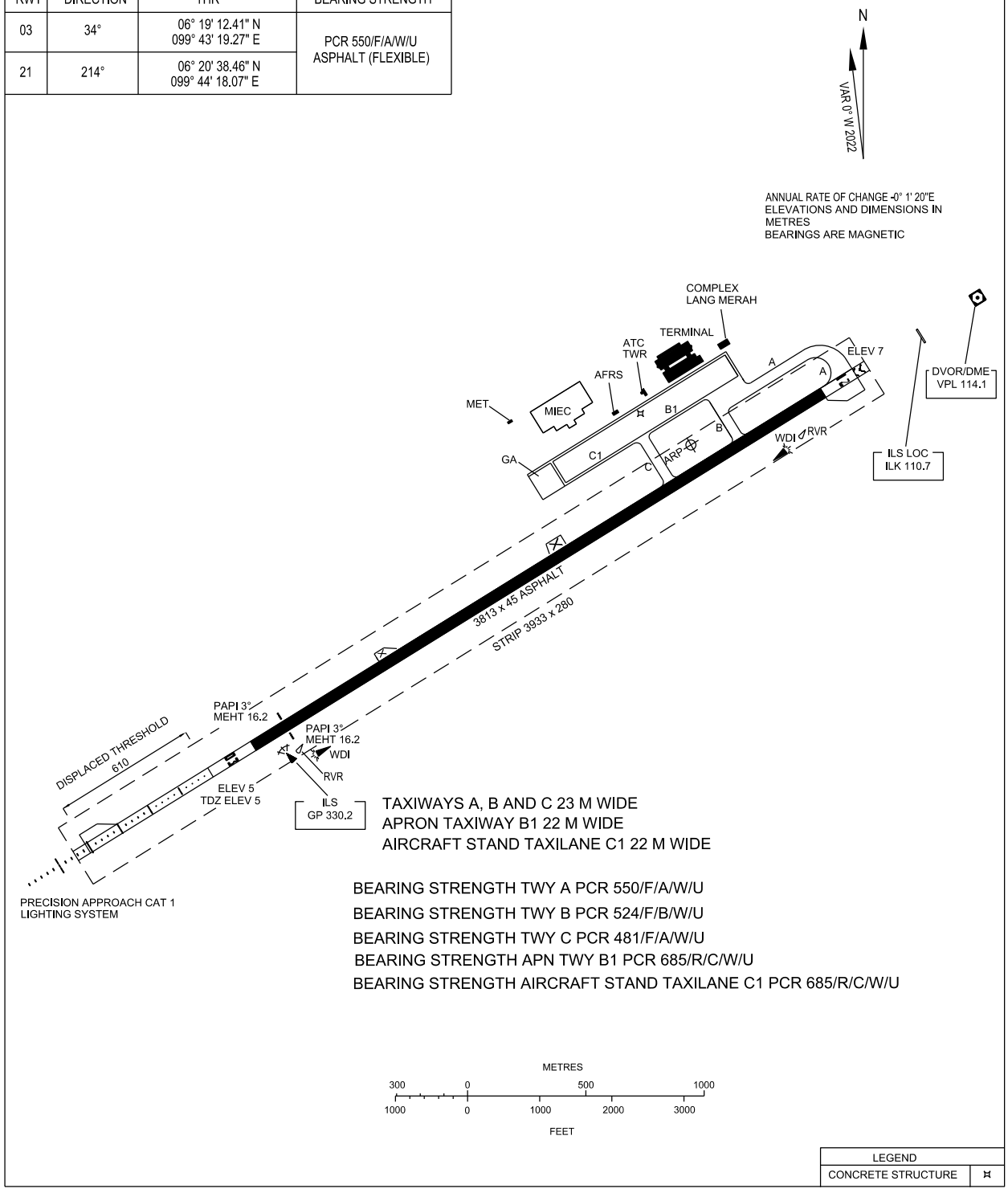
06° 20' 22" N
099° 44' 01" E

ELEV 7 m

APP 119.4,	121.5
TWR 118.5	
SMC 121.8	
ATIS 128.2	

LANGKAWI/LANGKAWI INTERNATIONAL AIRPORT

RWY	DIRECTION	THR	BEARING STRENGTH
03	34°	06° 19' 12.41" N 099° 43' 19.27" E	PCR 550/F/A/W/U ASPHALT (FLEXIBLE)
21	214°	06° 20' 38.46" N 099° 44' 18.07" E	



CHANGES: UPDATE LOCATION WDI

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AERODROME/HELIPORT CHART - ICAO

05° 17' 44" N
100° 16' 20" E

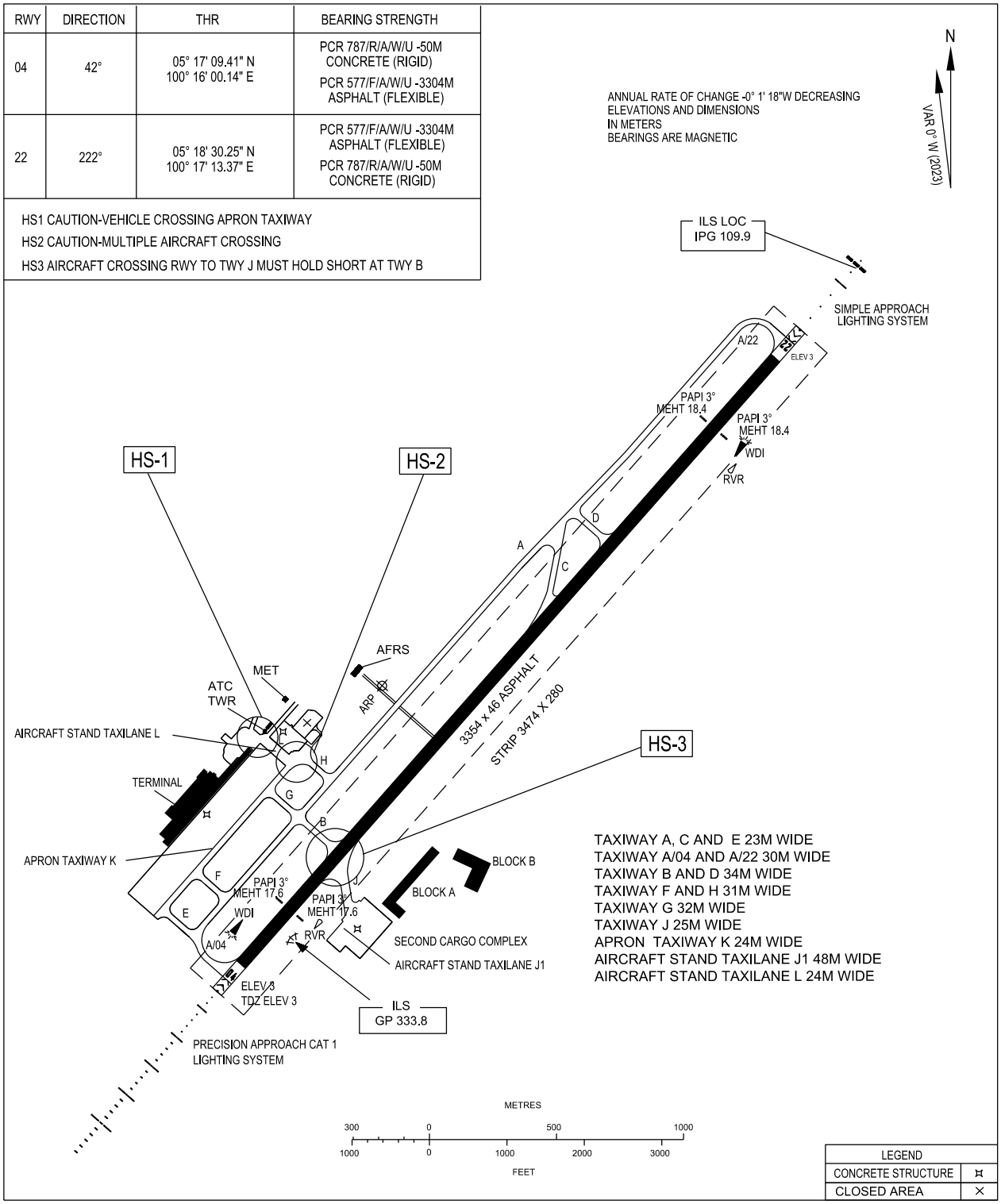
ELEV 3 m

TWR	121.1
SMC	121.6
	121.9
ATIS	126.4

PENANG/PENANG INTERNATIONAL AIRPORT

RWY	DIRECTION	THR	BEARING STRENGTH
04	42°	05° 17' 09.41" N 100° 16' 00.14" E	PCR 787/R/A/W/U -50M CONCRETE (RIGID) PCR 577/F/A/W/U -3304M ASPHALT (FLEXIBLE)
22	222°	05° 18' 30.25" N 100° 17' 13.37" E	PCR 577/F/A/W/U -3304M ASPHALT (FLEXIBLE) PCR 787/R/A/W/U -50M CONCRETE (RIGID)

HS1 CAUTION-VEHICLE CROSSING APRON TAXIWAY
HS2 CAUTION-MULTIPLE AIRCRAFT CROSSING
HS3 AIRCRAFT CROSSING RWY TO TWY J MUST HOLD SHORT AT TWY B



CHANGES: UPDATE REMOVE H1 AND H2

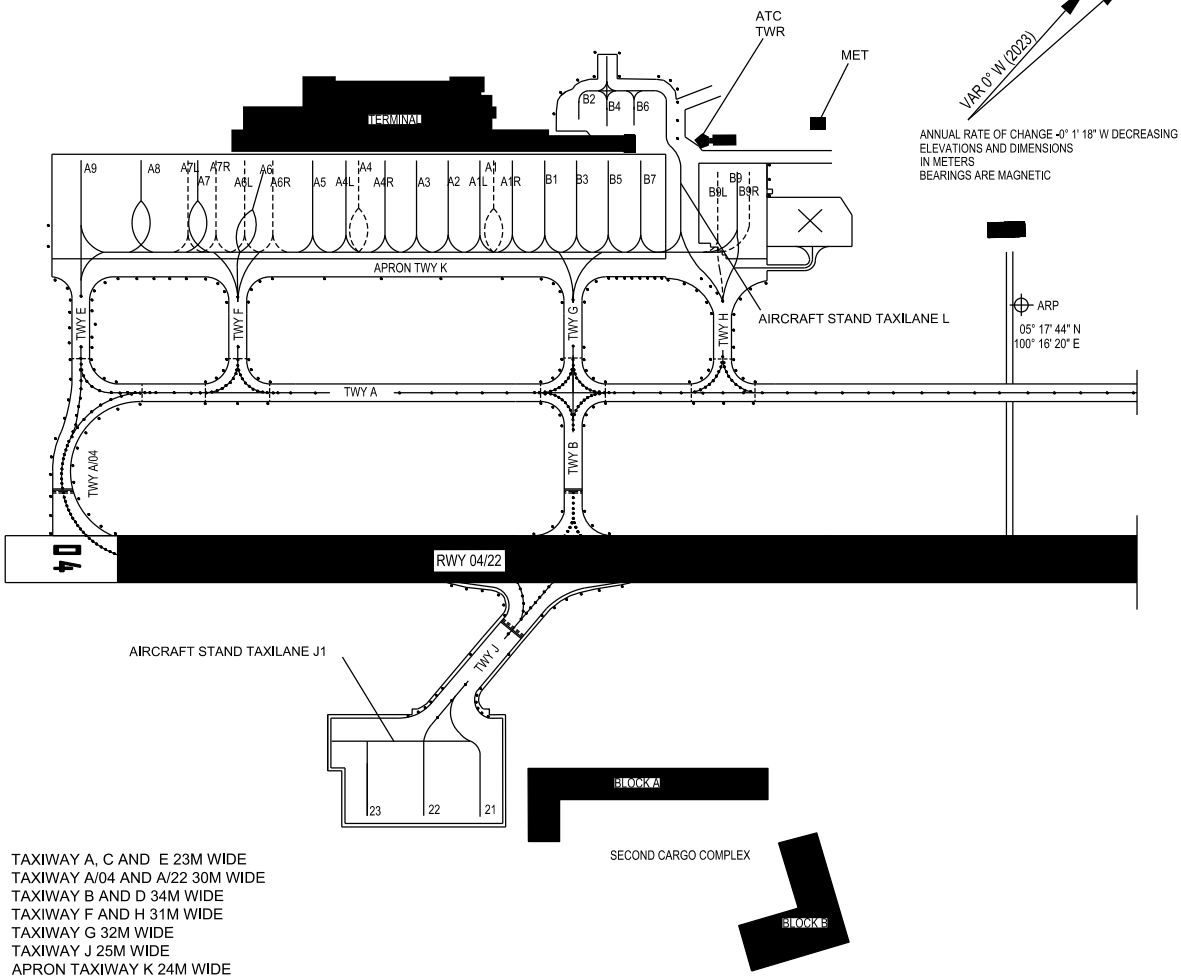
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AIRCRAFT PARKING/ DOCKING CHART - ICAO

APRON ELEV
4 m

TWR	121.1
SMC	121.6
	121.9
ATIS	126.4

PENANG/PENANG INTERNATIONAL AIRPORT



TAXIWAY A, C AND E 23M WIDE
TAXIWAY A/04 AND A/22 30M WIDE
TAXIWAY B AND D 34M WIDE
TAXIWAY F AND H 31M WIDE
TAXIWAY G 32M WIDE
TAXIWAY J 25M WIDE
APRON TAXIWAY K 24M WIDE
AIRCRAFT STAND TAXILANE J1 48M WIDE
AIRCRAFT STAND TAXILANE L 24M WIDE

RESTRICTED ROUTE FOR B747-800 OPERATIONS ARE
TAXIWAYS A, H, A04, A22 AND PARKING IS BAY B9

METRES
0 100 200 300 400 500
0 400 800 1200 1600
FEET

BEARING STRENGTH TWY A PCR 577/F/A/W/U
BEARING STRENGTH TWY A/04 PCR 787/R/A/W/U AND PCR 577/F/A/W/U
BEARING STRENGTH TWY A/22 PCR 577/F/A/W/U
BEARING STRENGTH TWY B PCR 643/R/A/W/U AND PCR 481/F/A/W/U
BEARING STRENGTH TWY C PCR 481/F/A/W/U
BEARING STRENGTH TWY D PCR 481/F/A/W/U
BEARING STRENGTH TWY E PCR 577/F/A/W/U
BEARING STRENGTH TWY F PCR 577/F/A/W/U
BEARING STRENGTH TWY G PCR 577/F/A/W/U
BEARING STRENGTH TWY H PCR 577/F/A/W/U
BEARING STRENGTH TWY J PCR 715/R/B/W/U
BEARING STRENGTH APRON TWY K PCR 1360/R/D/W/U
BEARING STRENGTH AIRCRAFT STAND TAXILANE J1 PCR 715/R/B/W/U
BEARING STRENGTH AIRCRAFT STAND TAXILANE L PCR 95/F/A/W/U

AIRCRAFT STANDS A1, A1R, A1L, A3, A4, A4R, A4L, A5, A6, A6R FMT APIS ++ EQUIPPED
AIRCRAFT STANDS A2, B1, B3, B5, B7 SAFEGATE EQUIPPED

LEGEND	
AIRCRAFT STAND	23
TAXIWAY LIGHT	•
RUNWAY-HOLDING POSITION	▪▪▪
INTERMEDIATE HOLDING POSITION	----
CLOSED AREA	╳

CHANGES: 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

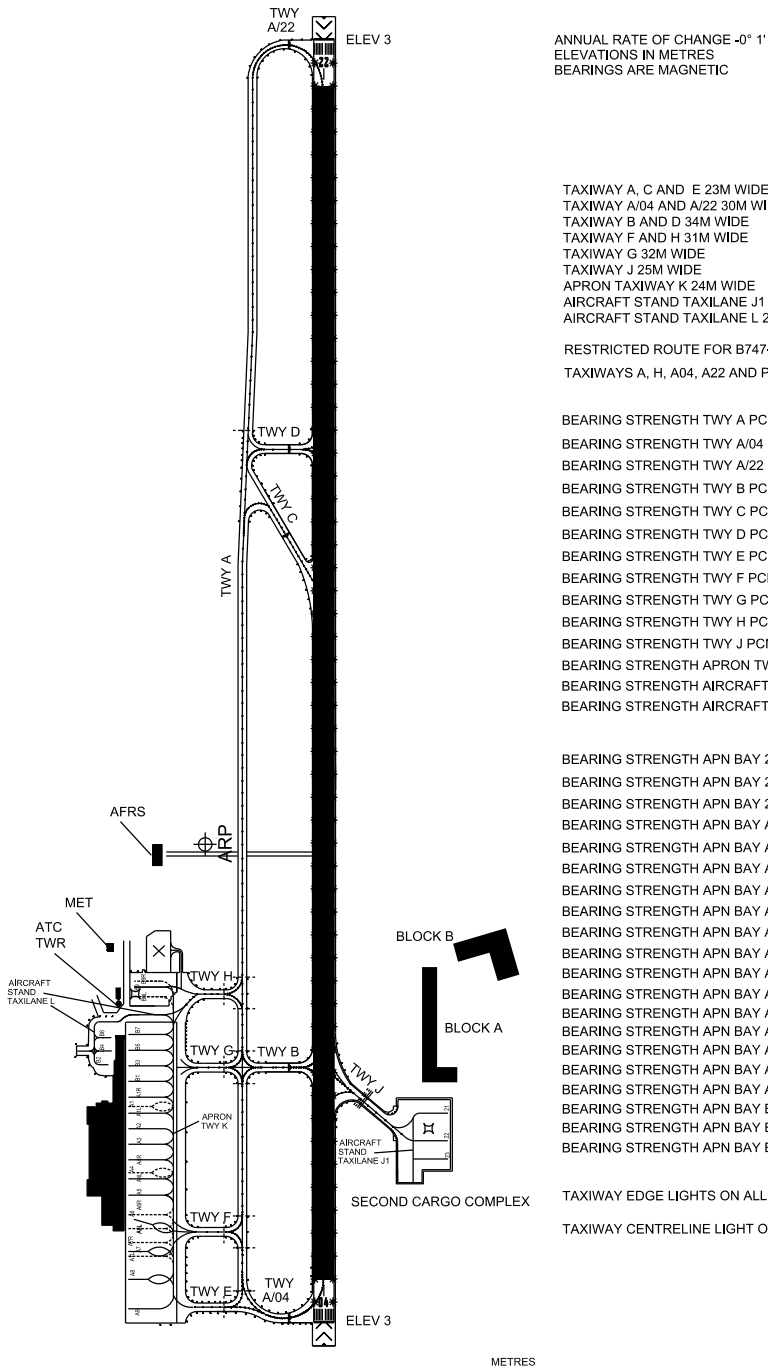
CHANGES : UPDATE NEW AIRCRAFT PARKING BAY NO. 1L AND 1
UPDATE REMOVAL OF AIRCRAFT PARKING BAY NO. B9L, B9, B9R
UPDATE REMOVAL OF AIRCRAFT PARKING BAY NO. A9
UPDATE REMOVE H1 AND H2

AERODROME GROUND MOVEMENT CHART - ICAO

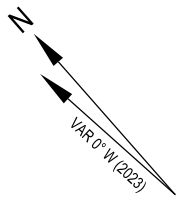
APRON ELEV
4 m

TWR	121.1
SMC	121.6
	121.9
ATIS	126.4

PENANG/PENANG INTERNATIONAL AIRPORT



ANNUAL RATE OF CHANGE -0° 1' 18" W DECREASING
ELEVATIONS IN METRES
BEARINGS ARE MAGNETIC



TAXIWAY A, C AND E 23M WIDE
TAXIWAY A/04 AND A/22 30M WIDE
TAXIWAY B AND D 34M WIDE
TAXIWAY F AND H 31M WIDE
TAXIWAY G 32M WIDE
TAXIWAY J 25M WIDE
APRON TAXIWAY K 24M WIDE
AIRCRAFT STAND TAXILANE J1 48M WIDE
AIRCRAFT STAND TAXILANE L 24M WIDE

RESTRICTED ROUTE FOR B747-800 OPERATIONS ARE
TAXIWAYS A, H, A04, A22 AND PARKING BAY IS B9

BEARING STRENGTH TWY A PCN 74/F/A/W/T
BEARING STRENGTH TWY A/04 PCN 74/R/A/W/T AND PCN 74/F/A/W/T
BEARING STRENGTH TWY A/22 PCN 74/F/A/W/T
BEARING STRENGTH TWY B PCN 62/R/A/W/T AND PCN 62/F/A/W/T
BEARING STRENGTH TWY C PCN 63/F/A/W/T
BEARING STRENGTH TWY D PCN 88/F/A/W/T
BEARING STRENGTH TWY E PCN 64/F/A/W/U
BEARING STRENGTH TWY F PCN 64/F/A/W/U
BEARING STRENGTH TWY G PCN 64/F/A/W/U
BEARING STRENGTH TWY H PCN 67/F/A/W/T
BEARING STRENGTH TWY J PCN 67/R/B/W/T
BEARING STRENGTH APRON TWY K PCN 132/R/D/W/U
BEARING STRENGTH AIRCRAFT STAND TAXILANE J1 PCN 67/R/B/W/T
BEARING STRENGTH AIRCRAFT STAND TAXILANE L PCN 67/F/A/W/T

BEARING STRENGTH APN BAY 21 PCN 100/R/C/W/T
BEARING STRENGTH APN BAY 22 PCN 67/R/B/W/T
BEARING STRENGTH APN BAY 23 PCN 74/R/B/W/T
BEARING STRENGTH APN BAY A1 PCN 132/R/D/W/U
BEARING STRENGTH APN BAY A1L PCN 65/R/C/W/T
BEARING STRENGTH APN BAY A1R PCN 71/R/C/W/T
BEARING STRENGTH APN BAY A2 PCN 73/R/C/W/T
BEARING STRENGTH APN BAY A3 PCN 88/R/C/W/T
BEARING STRENGTH APN BAY A4 PCN 132/R/D/W/U
BEARING STRENGTH APN BAY A4L PCN 57/R/C/W/U
BEARING STRENGTH APN BAY A4R PCN 64/R/C/W/T
BEARING STRENGTH APN BAY A5 PCN 73/R/C/W/T
BEARING STRENGTH APN BAY A6 PCN 132/R/D/W/U
BEARING STRENGTH APN BAY A6L, A6R PCN 92/R/D/W/T
BEARING STRENGTH APN BAY A7 PCN 132/R/D/W/U
BEARING STRENGTH APN BAY A7L, A7R PCN 92/R/D/W/T
BEARING STRENGTH APN BAY A8, A9 PCN 132/R/D/W/U
BEARING STRENGTH APN BAY B9 PCN 132/R/D/W/U
BEARING STRENGTH APN BAY B1, B3, B5, B7, B9L, B9R PCN 92/R/D/W/T
BEARING STRENGTH APN BAY B2, B4, B6 PCN 100/F/B/X/U

TAXIWAY EDGE LIGHTS ON ALL CURVES

TAXIWAY CENTRELINE LIGHT ON ALL TAXIWAYS

LEGEND	
CONCRETE STRUCTURE	⌑
RUNWAY-HOLDING POSITION	≡
INTERMEDIATE HOLDING POSITION	---
CLOSED AREA	╳
RUNWAY LIGHT	✷
TAXIWAY LIGHT	•

CHANGES: UPDATE REMOVE H1 AND H2

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WMSA AD 2.1 AERODROME LOCATION INDICATOR AND NAME

WMSA - SUBANG/SULTAN ABDUL AZIZ SHAH

WMSA AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	030756N 1013301E Site: The Location of ARP is between TWY F& E (Approx. 170 M fm RWY Centreline)
2	Direction and distance from (city)	17 KM (9.2 NM) brg 262° fm KL Tower
3	Elevation/Reference temperature	27 M (89 FT) / 32°C
4	Geoid undulation at AD ELEV PSN	-3 M
5	MAG VAR/Annual change	0° W (2023) / -0° 1' 18" W decreasing
6	AD operator, address, telephone, telefax, e-mail address, AFS and website address	Operator: Malaysia Airports Sdn Bhd Skypark Terminal, Sultan Abdul Aziz Shah Airport 47200 Subang Selangor Darul Ehsan Malaysia. TEL: +603 - 78453251 Telefax: +603 - 78463679 e-mail: masb_szb@malaysiaairports.com.my Http: www.malaysiaairports.com.my ATC Services: Civil Authority Aviation Of Malaysia Air Traffic Control Tower Sultan Abdul Aziz Shah Airport 47200 Subang Selangor Darul Ehsan Malaysia TEL: +603 - 78467933 (General Office) Telefax: +603 - 78467933 (General Office) TEL: +603 - 78465602 / +603-77340316 (Tower) Telefax: +603-78471089 (Tower) AFS: WMSAZTZX e-mail: subangtwr@caam.gov.my / subangtwr@yahoo.com
7	Types of traffic permitted (IFR/VFR)	IFR / VFR
8	Remarks	NIL

WMSA AD 2.3 OPERATIONAL HOURS

1	AD Operator	H24
2	Customs and immigration	2300 - 1500
3	Health and sanitation	NIL
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	PETRONAS Refuelling: H24 TEL: (+60) 3 78461733 / 78473726 Telefax:(+60) 3 78461687 BCS Contract & Supply Services Sdn Bhd TEL : 03 7842 6062 Telefax : 03 7859 6062 Email : info@bcsaviation.com
9	Handling	By arrangement with authorized handling agent.

10	Security	H24
11	De-icing	NIL
12	Remarks	1. Terminal building OPR BTN 2100 - 1600. Outside this time, terminal building available on 24 hr PPR from Malaysia Airport Sdn. Bhd. 2. Scheduled commercial jets operations hours are between 2200 - 1400 only.

WMSA AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	By arrangement with Raya Airways.
2	Fuel/oil types	Fuel: AVGAS, JET A1
3	Fuelling facilities/capacity	Bowser.
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	Malaysia Airlines / AIROD.
6	Repair facilities for visiting aircraft	Any aircraft type.
7	Remarks	NIL

WMSA AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels at Subang Jaya, Petaling Jaya and Kuala Lumpur city.
2	Restaurants	Cafeteria in terminal building.
3	Transportation	Public bus and taxi services.
4	Medical facilities	Hospitals in Subang Jaya (6KM) and in Petaling Jaya (11 KM).
5	Bank and Post Office	Bank, Money Changer, Auto Teller Machine (ATM) and Post Office available in terminal building.
6	Tourist Office	NIL
7	Remarks	NIL

WMSA 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 - B744F
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.

WMSA AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	Bay 1, Bay 2, Bay 3, Bay 4 **and** Bay 12 Surface: Interlocking Brick Strength: PCR 444 / F / C / W / T Bay 5 Surface: Interlocking Brick Strength: PCR 670 / F / C / W / T Bay 6 Surface: Interlocking Brick Strength: PCR 685 / F / C / W / T Bay 7 Surface: Interlocking Brick Strength: PCR 710 / F / C / W / T Bay 8 Surface: Interlocking Brick Strength: PCR 1220 / F / C / W / T Bay 9 Surface: Interlocking Brick Strength: PCR 916 / F / C / W / T Bay 10 Surface: Interlocking Brick Strength: PCR 929 / F / C / W / T Bay 11 Surface: Interlocking Brick Strength: PCR 675 / F / C / W / T Bay 13 **and** Bay 14 Surface: Interlocking Brick Strength: 5670 KG / 0.50 MPa H1, H3, H4 **and** H6 Surface: Concrete (Rigid) Strength: 11 Tonnes H2 **and** H5 Surface: Concrete (Rigid) Strength: 6 Tonnes

2	Taxiway width, surface and strength	**Taxiway A** Width: 25 M Surface: Asphalt (Flexible) Strength: PCR 681 / F / A / W / U **Taxiway C** Width: 23 M Surface: Asphalt (Flexible) Strength: PCR 681 / F / A / W / U **Taxiway D** Width: 23 M Surface: Asphalt (Flexible) Strength: PCR 481 / F / A / W / U **Taxiway E** Width: 23 M Surface: Asphalt (Flexible) Strength: PCR 481 / F / A / W / U **Taxiway F** Width: 23 M Surface: Asphalt (Flexible) Strength: PCR 481 / F / A / W / U **Taxiway G** Width: 23 M Surface: Asphalt (Flexible) Strength: PCR 481 / F / A / W / U **Taxiway H** Width: 26 M Surface: Asphalt (Flexible) Strength: PCR 651 / F / D / W / U **Taxiway J** Width: 38 M Surface: Asphalt (Flexible) Strength: PCR 681 / F / A / W / U **Taxiway K** Width: 23 M Surface: Asphalt (Flexible) Strength: PCR 681 / F / A / W / U **Taxiway L** Width: 27 M Surface: Concrete (Rigid) Strength: PCR 685 / R / C / W / U

		Taxiway M
		Width: 24 M
		Surface: Concrete (Rigid)
		Strength: PCR 668 / R / B / W / U
		Taxiway N
		Width: 29 M
		Surface: Asphalt (Flexible)
		Strength: PCR 574 / F / C / W / U
		Taxiway W
		Width: 25 M
		Surface: Asphalt (Flexible)
		Strength: PCR 681 / F / A / W / U
		Taxiway P
		Width: 48 M
		Surface: Asphalt (Flexible)
		Strength: PCR 574 / F / C / W / U
		Taxiway Q
		Width: 36 M
		Surface: Concrete (Rigid)
		Strength: PCR 685 / R / C / W / U
		Taxiway R
		Width: 23 M
		Surface: Asphalt (Flexible)
		Strength: PCR 481 / F / A / W / U
		Taxiway S
		Width: 23 M
		Surface: Concrete (Rigid)
		Strength: PCR 1017 / R / C / W / U
		Taxiway S1
		Width: 25 M
		Surface: Concrete (Rigid)
		Strength: 11 Tonnes
		Taxiway T
		Width: 23 M
		Surface: Asphalt (Flexible)
		Strength: PCR 681 / F / A / W / U
		Taxiway T1
		Width 44 M
		Surface Concrete (Rigid)
		Strength N/A

		Taxiway U Width: 31 M Surface: Concrete (Rigid) Strength: PCR 865 / R / B / W / U **Taxiway** V Width: 15 M Surface: Asphalt (Flexible) Strength: PCR 574 / F / C / X / U **Taxiway** Y Width: 26 M Surface: Asphalt (Flexible) Strength: N/A **Taxiway** Z Width: 26 M Surface: Asphalt (Flexible) Strength: N/A **Apron Taxiway (Main Apron)** Width: 22 M Surface: Concrete (Rigid) Strength: PCR 685 / R / C / X / U **Aircraft Stand Taxilane S2** Width: 15 M Surface: Asphalt (Flexible) and Concrete (Rigid) Strength: PCR 550 / F / B / X / T and PCR 1017 / R / C / W / U Aircraft Stand Taxilane N1 Width: 22 M Surface: Concrete (Rigid) Strength: PCR 668 / R / B / W / U Aircraft Stand Taxilane P1 Width: 17 M Surface: Concrete (Rigid) Strength: PCR 668 / R / B / W / U
3	ACL location and elevation	Location: Northern Apron Elevation: Elevation: 17 M (56 FT)
4	VOR checkpoints	NIL
5	INS checkpoints	At aircraft parking stands (See AD 2-WMSA-2-5)
6	Remarks	1. Taxiways H and V are restricted to A320 aircraft and below. 2. Taxiway L is restricted to Code C aircraft and below. 3. Taxiways D, J, L, M, R and Q are available for daylight operation only. 4. No taxiway shoulder at TWY T and TWY S. 5. Taxiway B is closed. 6. Bay 17, Bay 18, Bay 19, Bay 20 and Bay 21 closed.

2.23.2 Touch And Go Training and Compass Swing Bay

2.23.2.1 Touch and go landings and Compass Swing Bay are permitted with pre book slot that shall be made thru official CAAM Websites.

2.23.2.2 Training Slot

a) Light Aircraft : 2300 - 0559
b) Medium / Heavy Aircraft / Helicopters : 0600 - 1600
c) Medium / Heavy Aircraft / Helicopters : 2100 - 2259

2.23.2.3 Booking of training are subject to:

a) 2-hours duration maximum per slot
b) 1-hour notification before training for local base aircraft
c) 1-day notification before training for non-local base aircraft.

2.23.2.4 Circuit and landing training slot for helicopter from 0600 - 1600 and 2100 - 2259 only.

2.23.3. All light aircraft to be parked at light aircraft parking area.

2.23.4. No circuit and landing are allowed at TWY W and TWY S. Pilot to follow local flying restriction and touch and go landing regulation.

2.23.5. Pilot to exercise caution on birds concentration area in the vicinity of aerodrome

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

2.23.7. Portions of taxiway edge lights at TWY A, TWY E, TWY K and TWY S are more than 3 metres from the outer taxi side stripe marking.

WMSA AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
AERODROME/HELIPORT CHART (WMSA) - ICAO	AD 2-WMSA-2-1
MOVEMENT AREAS NOT VISIBLE FROM AIR TRAFFIC CONTROL TOWER	AD 2-WMSA-2-3
AIRCRAFT PARKING/DOCKING CHART (WMSA) - ICAO	AD 2-WMSA-2-5
AERODROME GROUND MOVEMENT CHART (WMSA) - ICAO	AD 2-WMSA-2-7
AERODROME OBSTACLE CHART - ICAO - TYPE A	AD 2-WMSA-3-1
STANDARD DEPARTURE CHART - RADAR DEPARTURES	AD 2-WMSA-6-1
STANDARD DEPARTURE CHART INSTRUMENT - ICAO- RWY 15 RNAV BIKDU 3L PIBOS 3L RUSBU 3L MITOS 3L SALAX 3L PUGER 3L IBUKU 3L ATIMU 3L	AD 2-WMSA-6-3
STANDARD DEPARTURE CHART INSTRUMENT - ICAO- RWY 15 RNAV BIKDU 3L PIBOS 3L RUSBU 3L MITOS 3L SALAX 3L PUGER 3L IBUKU 3L ATIMU 3L (TABULAR 1)	AD 2-WMSA-6-4
STANDARD DEPARTURE CHART INSTRUMENT - ICAO- RWY 15 RNAV BIKDU 3L PIBOS 3L RUSBU 3L MITOS 3L SALAX 3L PUGER 3L IBUKU 3L ATIMU 3L (TABULAR 2)	AD 2-WMSA-6-5
STANDARD DEPARTURE CHART INSTRUMENT - ICAO- RWY 15 RNAV BIKDU 3L PIBOS 3L RUSBU 3L MITOS 3L SALAX 3L PUGER 3L IBUKU 3L ATIMU 3L (TABULAR 3)	AD 2-WMSA-6-6
STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RWY 15 PULIP 2L PIBOS 2L BATAR 2L MITOS 2L SALAX 2L PUGER 2L SUKAT 2L	AD 2-WMSA-6-7
STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RWY 15 PULIP 2L PIBOS 2L BATAR 2L MITOS 2L SALAX 2L PUGER 2L SUKAT 2L (TABULAR 1)	AD 2-WMSA-6-8
STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RWY 33 PULIP 2N PIBOS 2N BATAR 2N MITOS 2N SALAX 2N PUGER 2N SUKAT 2N	AD 2-WMSA-6-9
STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RWY 33 PULIP 2N PIBOS 2N BATAR 2N MITOS 2N SALAX 2N PUGER 2N SUKAT 2N (TABULAR 1)	AD 2-WMSA-6-10
STANDARD ARRIVAL CHART - ICAO - CALEDONIAN ONE ARRIVAL	AD 2-WMSA-7-1
STANDARD ARRIVAL CHART INSTRUMENT - ICAO - RWY 15 RNAV PUGER 2M NIREN 2M KAKAK 2M PULIP 2M SAROX 2M GUPTA 2M SALAX 2M	AD 2-WMSA-7-3
STANDARD ARRIVAL CHART INSTRUMENT - ICAO - RWY 15 RNAV PUGER 2M NIREN 2M KAKAK 2M PULIP 2M SAROX 2M GUPTA 2M SALAX 2M (TABULAR 1)	AD 2-WMSA-7-4
STANDARD ARRIVAL CHART INSTRUMENT - ICAO - RWY 15 RNAV PUGER 2M NIREN 2M KAKAK 2M PULIP 2M SAROX 2M GUPTA 2M SALAX 2M (TABULAR 2)	AD 2-WMSA-7-5
STANDARD ARRIVAL CHART INSTRUMENT - ICAO - RWY 15 RNAV PUGER 2M NIREN 2M KAKAK 2M PULIP 2M SAROX 2M GUPTA 2M SALAX 2M (TABULAR 3)	AD 2-WMSA-7-6
STANDARD ARRIVAL CHART INSTRUMENT - ICAO - RWY 15 RNAV PUGER 2M NIREN 2M KAKAK 2M PULIP 2M SAROX 2M GUPTA 2M SALAX 2M (TABULAR 4)	AD 2-WMSA-7-7
STANDARD ARRIVAL CHART INSTRUMENT - ICAO - RWY 15 RNAV PUGER 2M NIREN 2M KAKAK 2M PULIP 2M SAROX 2M GUPTA 2M SALAX 2M (TABULAR 5)	AD 2-WMSA-7-8
INSTRUMENT APPROACH CHART - ICAO - RWY 15 ILS OR LOC	AD 2-WMSA-8-1
INSTRUMENT APPROACH CHART - ICAO - RWY 15 ILS OR LOC (TABULAR 1)	AD 2-WMSA-8-2
INSTRUMENT APPROACH CHART - ICAO - RWY 15 NDB	AD 2-WMSA-8-3
INSTRUMENT APPROACH CHART - ICAO - RWY 15 NDB (TABULAR 1)	AD 2-WMSA-8-4
INSTRUMENT APPROACH CHART - ICAO - RWY 15 RNP Y	AD 2-WMSA-8-5
INSTRUMENT APPROACH CHART - ICAO - RWY 15 RNP Y (TABULAR 1)	AD 2-WMSA-8-6
INSTRUMENT APPROACH CHART - ICAO - RWY 33 RNP Y	AD 2-WMSA-8-7
INSTRUMENT APPROACH CHART - ICAO - RWY 33 RNP Y (TABULAR 1)	AD 2-WMSA-8-8

AIRCRAFT PARKING/ DOCKING CHART - ICAO

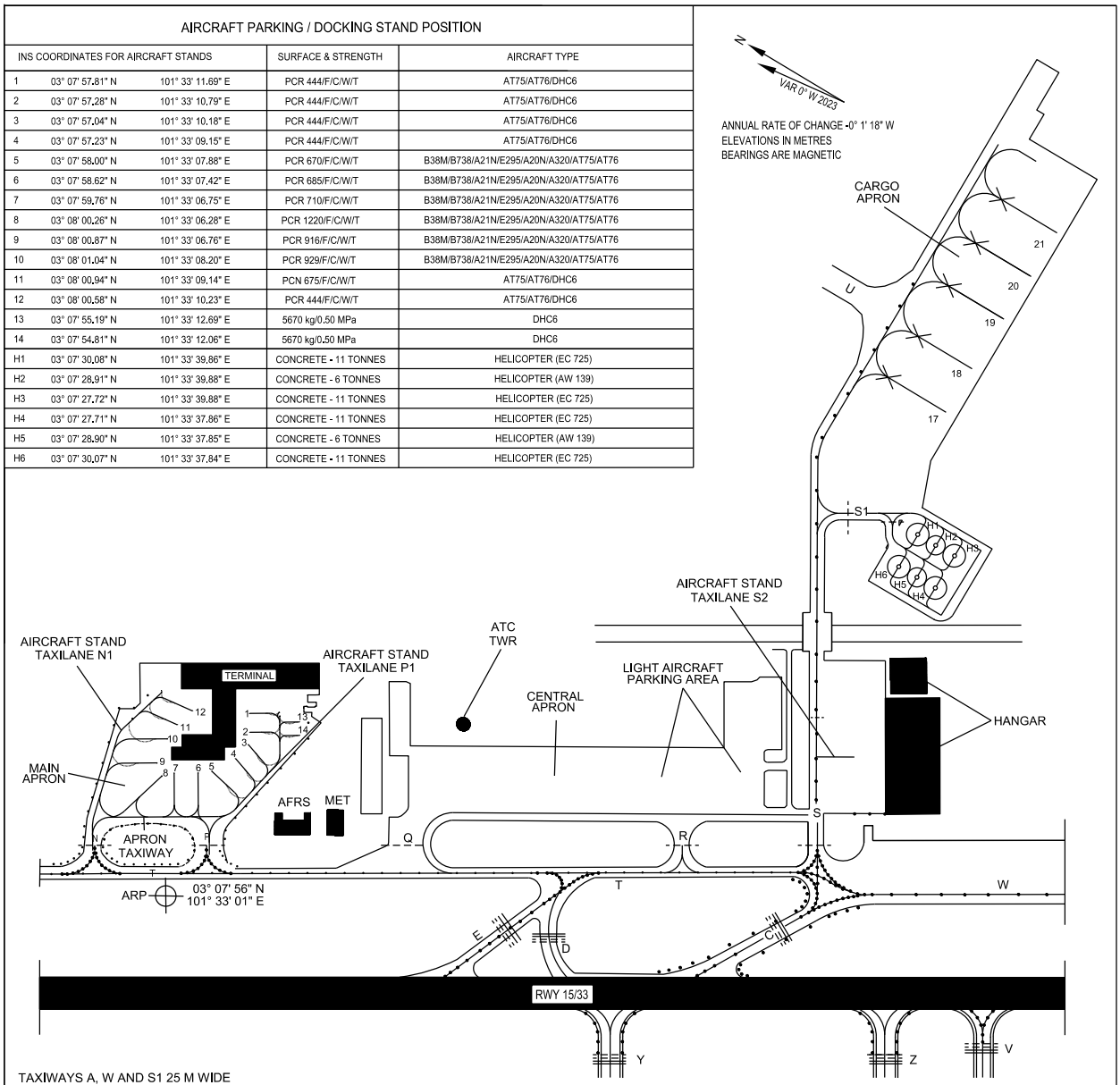
APRON ELEV
17 m

ACD	120.45
SMC	121.9
TWR	118.2
APP	124.2, 118.65, 135.25
FIS	126.1
ATIS	127.6

SUBANG/SULTAN ABDUL AZIZ SHAH AIRPORT

AIRCRAFT PARKING / DOCKING STAND POSITION

	INS COORDINATES FOR AIRCRAFT STANDS		SURFACE & STRENGTH	AIRCRAFT TYPE
1	03° 07' 57.81" N	101° 33' 11.69" E	PCR 444/F/C/W/T	AT75/AT76/DHC6
2	03° 07' 57.28" N	101° 33' 10.79" E	PCR 444/F/C/W/T	AT75/AT76/DHC6
3	03° 07' 57.04" N	101° 33' 10.18" E	PCR 444/F/C/W/T	AT75/AT76/DHC6
4	03° 07' 57.23" N	101° 33' 09.15" E	PCR 444/F/C/W/T	AT75/AT76/DHC6
5	03° 07' 58.00" N	101° 33' 07.88" E	PCR 670/F/C/W/T	B38M/B738/A21N/E295/A20N/A320/AT75/AT76
6	03° 07' 58.62" N	101° 33' 07.42" E	PCR 685/F/C/W/T	B38M/B738/A21N/E295/A20N/A320/AT75/AT76
7	03° 07' 59.76" N	101° 33' 06.75" E	PCR 710/F/C/W/T	B38M/B738/A21N/E295/A20N/A320/AT75/AT76
8	03° 08' 00.26" N	101° 33' 06.28" E	PCR 1220/F/C/W/T	B38M/B738/A21N/E295/A20N/A320/AT75/AT76
9	03° 08' 00.87" N	101° 33' 06.76" E	PCR 916/F/C/W/T	B38M/B738/A21N/E295/A20N/A320/AT75/AT76
10	03° 08' 01.04" N	101° 33' 08.20" E	PCR 929/F/C/W/T	B38M/B738/A21N/E295/A20N/A320/AT75/AT76
11	03° 08' 00.94" N	101° 33' 09.14" E	PCN 675/F/C/W/T	AT75/AT76/DHC6
12	03° 08' 00.58" N	101° 33' 10.23" E	PCR 444/F/C/W/T	AT75/AT76/DHC6
13	03° 07' 55.19" N	101° 33' 12.69" E	5670 kg/0.50 MPa	DHC6
14	03° 07' 54.81" N	101° 33' 12.06" E	5670 kg/0.50 MPa	DHC6
H1	03° 07' 30.08" N	101° 33' 39.86" E	CONCRETE - 11 TONNES	HELICOPTER (EC 725)
H2	03° 07' 28.91" N	101° 33' 39.88" E	CONCRETE - 6 TONNES	HELICOPTER (AW 139)
H3	03° 07' 27.72" N	101° 33' 39.88" E	CONCRETE - 11 TONNES	HELICOPTER (EC 725)
H4	03° 07' 27.71" N	101° 33' 37.86" E	CONCRETE - 11 TONNES	HELICOPTER (EC 725)
H5	03° 07' 28.90" N	101° 33' 37.85" E	CONCRETE - 6 TONNES	HELICOPTER (AW 139)
H6	03° 07' 30.07" N	101° 33' 37.84" E	CONCRETE - 11 TONNES	HELICOPTER (EC 725)



TAXIWAYS A, W AND S1 25 M WIDE
TAXIWAYS C, D, E, F, G, K, R, S AND T 23 M WIDE
TAXIWAYS H, Y AND Z 26 M WIDE

TAXIWAY J 38 M WIDE
TAXIWAY L 27 M WIDE
TAXIWAY M 24 M WIDE
TAXIWAY N 29 M WIDE
TAXIWAY P 48 M WIDE
TAXIWAY Q 36 M WIDE
TAXIWAY U 31 M WIDE
TAXIWAY V 15 M WIDE
TAXIWAY T1 44 M WIDE
APRON TAXIWAY (MAIN APRON) 22 M WIDE
AIRCRAFT STAND TAXILANE S2 15 M WIDE
AIRCRAFT STAND TAXILANE N1 22 M WIDE
AIRCRAFT STAND TAXILANE P1 17 M WIDE

BEARING STRENGTH TWY A, C, J, K, T AND W PCR 681/F/A/W/U
BEARING STRENGTH TWY D, E, F, G AND R PCR 481/F/A/W/U
BEARING STRENGTH TWY H PCR 651/F/D/W/U
BEARING STRENGTH TWY L AND Q PCR 685/R/C/W/U
BEARING STRENGTH TWY M PCR 668/R/B/W/U
BEARING STRENGTH TWY N AND P PCR 574/F/C/W/U
BEARING STRENGTH TWY S PCR 1017/R/C/W/U
BEARING STRENGTH TWY S1 11 TONNES (CONCRETE)
BEARING STRENGTH TWY U PCR 865/R/B/W/U
BEARING STRENGTH TWY V PCR 574/F/C/X/U
BEARING STRENGTH APRON TWY PCR 685/R/C/X/U
BEARING STRENGTH AIRCRAFT STAND TAXILANE S2 PCR 550/F/B/X/T AND PCR 1017/R/C/W/U
BEARING STRENGTH AIRCRAFT STAND TAXILANE N1 AND P1 PCR 668/R/B/W/U

METRES						
0	100	200	300	400	500	
0	400	800	1200	1600		FEET

LEGEND	
AIRCRAFT STAND	22
RUNWAY-HOLDING POSITION	
INTERMEDIATE HOLDING POSITION	
TAXIWAY LIGHT	
CLOSED AREA	

CHANGES: CLOSURE OF BAY 17 & BAY 18

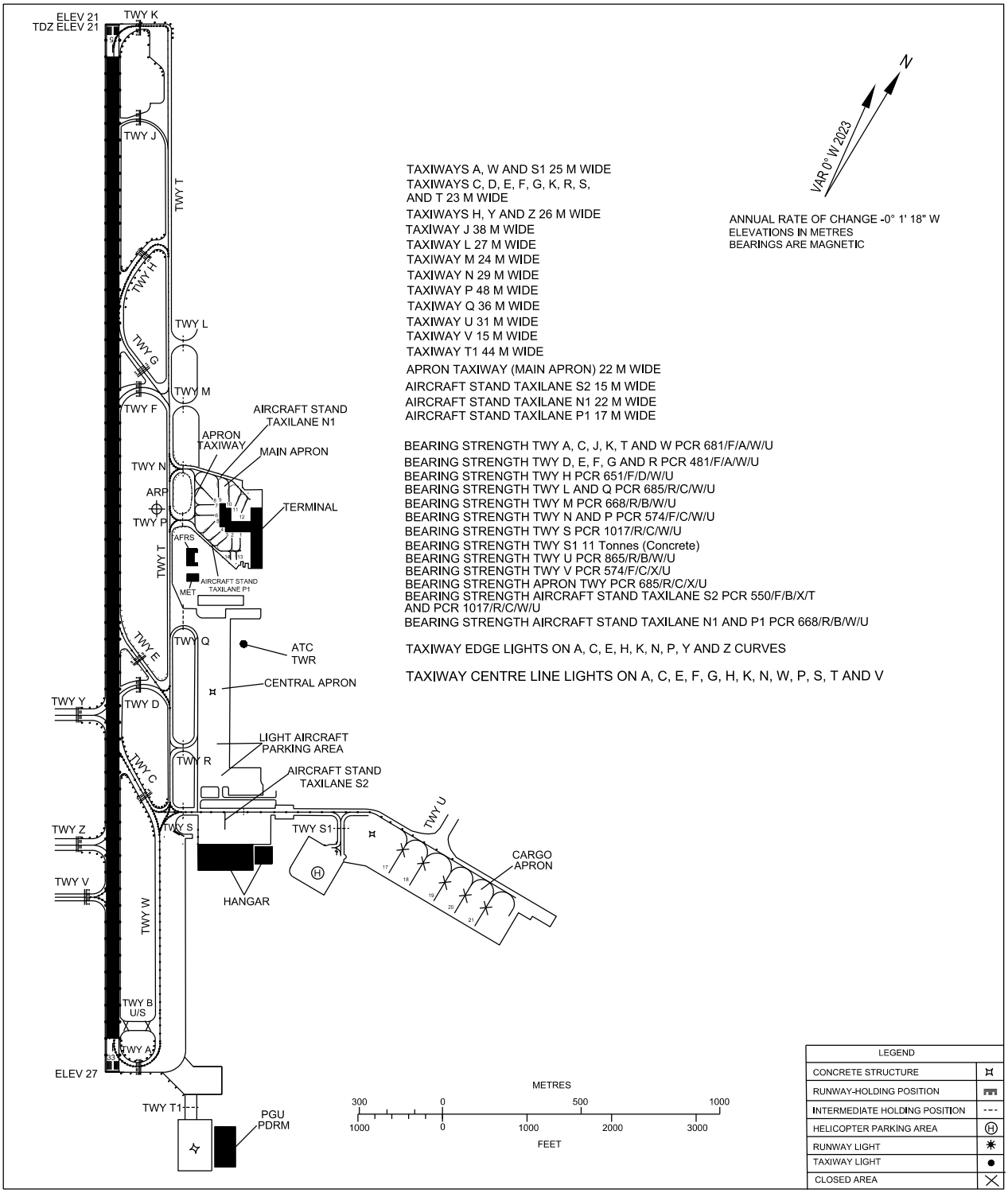
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AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV
17 m

ACD	120.45
SMC	121.9
TWR	118.2
APP	124.2, 118.65, 135.25
FIS	126.1
ATIS	127.6

SUBANG/SULTAN ABDUL AZIZ SHAH AIRPORT



CHANGES: CLOSURE OF BAY 17 & BAY 18

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WBGB AD 2.1 AERODROME LOCATION INDICATOR AND NAME

WBGB - BINTULU

WBGB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	030727N 1130111E Site : Centre of RWY
2	Direction and distance from (city)	Bearing 203° / 9 KM fm Bintulu Mosque at Town / 20 KM by road.
3	Elevation/Reference temperature	75 FT (23M) / 31.7°C
4	Geoid undulation at AD ELEV PSN	+41 M
5	MAG VAR/Annual change	0° E (2024) / 0° 3' 51" decreasing
6	AD operator, address, telephone, telefax, e-mail address, AFS and website address	Operator: Malaysia Airports Sdn Bhd Bintulu Airport 97000 Bintulu Sarawak TEL: +6086 - 333844 Telefax: +6086 - 337011 e-mail:masb_btu@malaysiaairports.com.my Http:www.malaysiaairports.com.my ATC Services: Civil Aviation Authority of Malaysia Bintulu Airport P.O Box 2833 97012 Bintulu Sarawak Malaysia, TEL: +6086 - 332561 (Office) +6086 - 331331 (Tower) Telefax: +6086 - 330501 (Office) +6086 - 330331 (Tower) AFS: WBGBZTZX
7	Types of traffic permitted (IFR/VFR)	IFR / VFR
8	Remarks	NIL

WBGB AD 2.3 OPERATIONAL HOURS

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

10	Security	H24
11	De-icing	NIL
12	Remarks	NIL

WBGB AD 2.4 HANDLING SERVICES AND FACILITIES

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

WBGB AD 2.5 PASSENGER FACILITIES

1	Hotels	In Town.
2	Restaurants	At Airport Terminal.
3	Transportation	Taxi, E Hailing & Car For Hire
4	Medical facilities	Bintulu Hospital at Jalan Nyabu (20 km from airport)
5	Bank and Post Office	Auto Teller Machine (ATM) at Airport Bank and Post Office in Town
6	Tourist Office	NIL
7	Remarks	NIL

WBGB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 7
2	Rescue equipment	Adequately provided as recommended by ICAO
3	Capability for removal of disabled aircraft	With arrangement with the respective airline and ground handler. a) Largest aircraft - B38M / B739
4	Remarks	All Airport Fire & Rescue Service (AFRS) personnel are trained in rescue and fire- fighling as well as medical first- aid

WBGB AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	**Bay 1, Bay 2 and Bay 3** Surface: Concrete (Rigid) Strength: PCR 539 / R / C / X / U **Bay 4** Surface: Concrete (Rigid) Strength: PCR 150 / R / C / X / U **Bay 5** Surface: Concrete (Rigid) Strength: PCR 150 / R / C / X / U **Bay R1, Bay R2 and Bay R2L** Surface: Asphalt (Flexible) Strength: PCR 119 / F / B / W / U **Bay H1 and Bay H2** Surface: Asphalt (Flexible) Strength: 3 Tonnes
2	Taxiway width, surface and strength	**Taxiway A and Taxiway B** Width: 23 M Surface: Asphalt (Flexible) Strength: PCR 377 / F / A / W / U **Apron Taxiway** Width: 23 M Surface: Concrete (Rigid) Strength: PCR 524 / R / B / W / U
3	Altimeter checkpoint location and elevation	Location : At Apron Elevation : 19 M (63 FT)
4	VOR checkpoints	NIL
5	INS checkpoints	At aircraft parking stands (See AD 2-WBGB-2-3)
6	Remarks	NIL

WBGB 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 1 and 2.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, aiming point and runway turn pad markings. RWY LGT : Threshold, edge and end lights, Wing bar lights at RWY 17 only. TWY markings : Centre line, taxi side stripe, runway-holding position, transverse stripe markings. TWY LGT : Centre line , exit and edge lights.
3	Stop bars	NIL
4	Remarks	See AD 2.20 for taxiing to and from stands.

WBGB 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	
35 APCH 17 TKOF	LOC ANTENNAS 24.56 m (81 FT) Lighted	030635N 1130122E	HILL 398FT AMSL Red obstruction lights	030637N 1130306E	NIL
	WDI RWY 35 29 m (96 FT) Marked and Lighted	030654.8N 1130122.5E	HILL 436FT AMSL Red obstruction lights	030524N 1130055E	
17 APCH 35 TKOF	GLIDE PATH AERIAL 25 m (82FT) Red/White Lighted	030801N 1130100E	HILL 253FT AMSL Red obstruction lights	030740N 1130257E	NIL
	GLIDE PATH HUT 3 m (10FT) 119 m FM RWY centerline Red/White Lighted	030801N 1130100E	TELECOMS TOWER 510FT AMSL Painted and lighted	030934N 1130255E	
	VOR ANTENNA 7 m (23FT) Lighted	030914N 1130048E	CONTROL TOWER 146FT AMSL Red obstruction lights	030734N 1130123E	
	WDI RWY 17 18 m (59 FT) Marked and Lighted	030801.0N 1130108.3E			

RWY/ Area affected	Obstacles Type Elevation Markings / LGT	Coordinates
a	b	c
Within 10NM radius of ARP	TV AND MCW TELECOM TWRS AT BKT NYABAU, 6.5KM NE of airfield, hgt of Twr up to 944FT (295M) AMSL. Marked and lgtd.	031312N 1130442E
	TELECOM TWR ERECTED AT BINTULU , hgt 147FT (45M) AMSL. Marked and lgtd.	030713N 1130136E
	TELECOM TWR ERECTED AT TANJUNG KIDURONG hgt 549FT (167M) AMSL. Marked and lgtd.	031636N 1130451E
	TELECOM TWR ERECTED AT BKT BALI BINTULU DISTRICT , hgt 520FT (158.50M) AMSL. Marked and lgtd.	031427N 1131631E
	TV BROADCAST TWR ERECTED AT BKT NYABAU, hgt 968FT (295M) AMSL Marked & Lgtd.	031310N 1130450E
	TELECOM TWR ERECTED AT BKT NYABAU , hgt 449FT (137M) AMSL Marked & Lgtd.	031307N 1130435E
	4 GIANT CHIMNEYS ERECTED AT TANJUNG KIDURONG, 5NM NE of airfield, hgt289FT (88.6M). Lgtd.	031624N 1130358E
	LNG STORAGE TANKS, PLANTS, GAS STACKS AND FLARES which may shoot up to a hgt of 1000FT, sited within 3NM radius of 031614N 1130409E, 6NM fm Bintulu AD.	031614N 1130409E
	TELECOM TWR ERECTED AT BKT NYABAU , hgt 806FT AMSL Marked & Lgtd.	031307N 1130436E
	TELECOM TWR ERECTED AT TANJUNG KIDURONG , hgt 208FT (63.50M) AMSL. Marked & Lgtd.	031636N 1130506E
	TELECOM TWR ERECTED AT BKT NYABAU , hgt 826FT (251.7M) AMSL. Marked & Lgtd.	031307N 1130436E
	TELECOM TWR ERECTED AT TANJUNG KIDURONG, Lot 802, Blk 20, Kemena Land District, hgt 317FT (96.48M).	031636N 1130506E
	TELECOM TWR ERECTED AT 11TH MILE Mile, Lot 173, Blk 27, Kemena Land District, hgt 258FT (78.72M) AMSL.	031305N 1130851E
	TELECOM TWR ERECTED AT KEMENA, Bintulu, hgt 269FT (81.96M) AMSL. Marked & Lgtd.	030913N 1130549E
	TELECOM TWR ERECTED AT BKT NYABAU, hgt 780FT (237.74M) AMSL. Marked & Lgtd.	031301N 1130430E
	TELECOM TOWER ERECTED AT LOT 148, KEMENA, hgt 258FT (78.72M) AMSL. Marked & Lgtd.	030943N 1130543E
	TELECOM TWR ERECTED AT LOT 1394, KEMENA, hgt 150FT (47.72M).	031037N 1130341E
	TELECOM TOWER ERECTED AT BANYANG , Bintulu District, hgt 450FT (137.16M) AMSL. Marked & Lgtd	030247N 1125540E
	TELECOM TWR ERECTED AT KIDURONG Area, site ID 6313, hgt 233FT (71M) AMSL. Marked & Lgtd.	031455N 1130530E
	TELECOM TWR ERECTED AT BKT NYABAU , hgt 850FT (259M) AMSL.	031301N 1130430E
	TELECOM TOWER ERECTED AT TANJUNG KIDURONG, hgt 390FT (107M) AMSL.	031633N 1130503E
	TELECOM TWR ERECTED AT BKT NYABAU , hgt 550FT (167.64M) AMSL. Marked & Lgtd.	031307N 1130422E
	TELECOM TWR ERECTED AT BKT SETIAM , hgt 2104FT (614.44M) AMSL. Marked and lgtd.	025810N 1125530E
	TELECOM TWR ERECTED AT BKT SETIAM , hgt 1949FT (594.20M) AMSL. Marked and lgtd.	025812N 1125533E
	TELECOM TWR ERECTED BKT SETIAM, hgt 2153FT (656.2M) AMSL. Marked and lgtd.	025807N 1125549E
	TELECOM TWR ERECTED AT TANJUNG KIDURONG, hgt 350FT (107M) AMSL. Marked and lgtd.	031639N 1130502E
	TELECOM TWR ERECTED AT TANJUNG KIDURONG, hgt 347FT (106M) AMSL. Marked and lgtd.	031705N 1130439E
	TELECOM TWR ERECTED AT MARINE POLICE BASE , Bintulu, hgt 88FT (26.7M) AMSL.	031008N 1130200E
	PARKCITY EVERLY HOTEL, brg 015, 3.6NM fm ARP, hgt 164.8FT (50.25M). Lgtd at night.	031101N 1130151E
	VHF RADIO MAST ERECTED AT BKT JEPAK , hgt 510FT (155M) AMSL. Marked and lgtd.	030935N 1130243E

WBGB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	AMS BINTULU
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	AMO KUCHING 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	Bintulu APP/TWR
10	Additional information (limitation of service, etc.)	TEL: +6086 - 334148/318191 Telefax:+6086 - 310213

WBGB 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
17	167.00°	2745 x 45	PCR 377 / F / A / W / U Asphalt (Flexible)	THR coordinates 030810.44N 1130101.47E RWY end coordinates 030643.16N 1130120.61E THR GUND +40.8M	THR: 10.4 M (34.1 FT) TDZ: 10.4 M (34.1 FT)
35	347.00°	2745 x 45	PCR 377 / F / A / W / U Asphalt (Flexible)	THR coordinates 030643.16N 1130120.61E RWY end coordinates 030810.44N 1130101.47E THR GUND +41M	THR: 23 M (75 FT)

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
+0.448%	NIL	60 x 150	2925 x 280	NIL	RESA 90M x 90M
-0.448%	60 x 45	60 x 150	2925 x 280	NIL	RESA 90M x 90M

WBGB AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
17	2745	2805	2745	2745	NIL
35	2745	2805	2805	2745	NIL

WBGB 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
17	CAT1 900M LIH	Green Green	PAPI Slope 3° LEFT/ RIGHT 19.3 M (63.3 FT)	NIL	NIL	2745M 60M Variable white/ yellow LIH	Red/ Green	NIL	NIL
35	SALS 420M LIH	Green -	PAPI Slope 3° LEFT/ RIGHT 17.4M (57.1 FT)	NIL	NIL	2745M 60M Variable white/ yellow LIH	Red / NIL	60M Red	NIL

WBGB AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and operational hours	ABN: Available on top of Control Tower, FLG Green and White 20 to 30 per minute. IBN : NIL ON at night and during bad weather.
2	LDI location and LGT Anemometer location and LGT	Wind direction indicator (WDI): RWY 17 : 330 M from THR on left, 147 M from RWY centre line and lighted RWY 35 : 324 M from THR on right, 138 M from RWY centre line and lighted Anemometer : NIL
3	TWY edge and centre line lighting	TWY edge lights - TWY A and TWY B - Blue TWY centreline lights - TWY A and TWY B - Green
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

WBGB 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

WBGB AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	BINTULU CTR Radius 25 NM centered on VBU at 030914.3N1130047.5E
2	Vertical limits	SFC to 7 500 FT AMSL
3	Airspace classification	C
4	ATS unit call sign Language(s)	BINTULU TOWER English
5	Transition altitude	11 000 FT AMSL
6	Remarks	Bintulu Tower provide Aerodrome/Approach Control Services.

WBGB AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
TWR	BINTULU TOWER	122.300 MHZ (PRY) 119.250 MHZ (SRY) 121.500 MHZ (Emergency)	22:00 - 13:00	PRY - Primary SRY - Secondary Emergency - Emergency Frequency
SMC	BINTULU GROUND	121.800 MHZ		
ATIS	BINTULU INFORMATION	127.800 MHZ		2200 METAR will be available

WBGB 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	ILU 25W	108.7MHZ	H24	030635.3N 1130122.4E	21.66M (71FT) Mast Elevation 24.56M (81FT)	250M from THR 35 on extended RWY Centreline
GP/DME	ILU 5W	330.5MHZ CH 24X		030800.6N 1130059.7E	10.255M (33.65FT Mast Elevation 25M (82FT)	3° DME co-located with GP 287M from THR RWY 17. 120M from RWY Centreline
DVOR/DME	VBU 100W 1000W	112.6MHZ CH 73X		030914.3N 1130047.5E	4.0M (13 FT) Mast Elevation 7M (23FT)	2105M from THR 17 Brg. 167°

WBGB AD 2.20 LOCAL AERODROME REGULATIONS

2.20.1 Circuit Patterns

2.20.1.1 Circuit patterns are Left hand Circuit for RWY 35 and Right Hand Circuit for RWY 17. Circuit height 1500 FT. Light aircraft and helicopters 1000 FT.

2.20.2 Arriving Aircraft Parking Arrangement

2.20.2.1 Arriving aircraft shall enter the main terminal parking apron from the runway via Taxiway A whilst departing aircraft shall use Taxiway B or as directed by ATC.

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

2.20.2.3 Parking at the Main Apron

a) Bay 1, Bay 2 and Bay 3 - Power in and push back mode (PIPB).
b) Bay 4 and Bay 5 - Power in and power out mode (PIPO).

2.20.2.4 Parking at the General Aviation (GA) Apron

a) Bay R1, Bay R2 and Bay R2L - Power in and push back mode (PIPB).
b) Bay H1 and Bay H2 for helicopter parking with D-value 12 M and below.

2.20.3 Allocation Of Aircraft Parking Stand

a) All aircraft parking stands are allocated by MASB.
b) General aviation and private aircraft will be parked at the General Aviation apron and helicopter Parking Area. Pilots to exercise caution and follow ATC instructions or aircraft operator shall make their own arrangement if marshalling services required.

2.20.4 Departing Aircraft

a) Shall contact Bintulu Ground 121.800 MHZ for start-up clearance at least 10 minutes before departure.
b) Shall contain start up, push back and taxi clearance from Bintulu Ground on 121.800 MHZ.
c) Shall be pushed out onto the apron centre line with nose facing North-North East or as directed by ATC.

2.20.5 Engine Run Procedures For Aircraft

a) Fitted with Auxiliary Power Unit (APU)

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

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

i. Shall be permitted to start all engines before push back.

2.20.6 Procedures For VFR Flights Within Bintulu CTR

a) A flight plan shall be filed for the flight concerned.
b) ATC clearance shall be obtained from Bintulu Tower.
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 Bintulu Tower on 122.30MHZ (P) or 119.25MHZ (S) prior to entering the Bintulu CTR.
f) All VFR flights shall follow the established VFR Routes for entry and exit of the Bintulu CTR, as shown in ENR 3.5-11. Any deviation outside these routes requires prior ATC permission.

WBGB AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

WBGB AD 2.22 FLIGHT PROCEDURES

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

WBGB AD 2.23 ADDITIONAL INFORMATION

2.23.1. LNG - Storage tanks, plants and gas stacks are sited within a radius of 3NM of 031614N 1130409E, 9NM North East of Bintulu Airport. Flares may shoot up to a height of 1000FT. All aircraft to avoid this area.

2.23.2. MET Station Coordinates - 030716N 1130118E. Release time of Radio sonde at 2330 and 1130 daily.

2.23.3. Presence of birds at vicinity of airport. Pilots to exercise caution during landing and take-off.

2.23.4. Back track on the runway is allowed but no lock wheel turn on the runway.

WBGB AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
AERODROME/HELIPORT CHART (WBGB) - ICAO	AD 2-WBGB-2-1
AIRCRAFT PARKING/DOCKING CHART (WBGB) - ICAO	AD 2-WBGB-2-3
AERODROME GROUND MOVEMENT CHART (WBGB) - ICAO	AD 2-WBGB-2-5
AERODROME OBSTACLE CHART (WBGB) - ICAO - TYPE A (OPERATING LIMITATIONS)	AD 2-WBGB-3-1
BINTULU CONTROL ZONE AND HOLDING AREAS	AD 2-WBGB-4-1
STANDARD DEPARTURE CHART INSTRUMENT (SID) – ICAO – RWY 17 RNAV (GNSS) – EKETO 1A DUNAS 1A NOKER 1A BENLI 1A BASUV 1A ADGAB 1A	AD 2-WBGB-6-1
STANDARD DEPARTURE CHART INSTRUMENT (SID) – ICAO – RWY 17 RNAV (GNSS) – EKETO 1A DUNAS 1A NOKER 1A BENLI 1A BASUV 1A ADGAB 1A (TABULAR 1)	AD 2-WBGB-6-2
STANDARD DEPARTURE CHART INSTRUMENT (SID) – ICAO – RWY 17 RNAV (GNSS) – EKETO 1A DUNAS 1A NOKER 1A BENLI 1A BASUV 1A ADGAB 1A (TABULAR 2)	AD 2-WBGB-6-3
STANDARD DEPARTURE CHART INSTRUMENT (SID) – ICAO – RWY 17 – EKETO 1B DUNAS 1B NOKER 1B BENLI 1B BASUV 1B ADGAB 1B	AD 2-WBGB-6-5
STANDARD DEPARTURE CHART INSTRUMENT (SID) – ICAO – RWY 17 – EKETO 1B DUNAS 1B NOKER 1B BENLI 1B BASUV 1B ADGAB 1B (TABULAR 1)	AD 2-WBGB-6-6
STANDARD DEPARTURE CHART INSTRUMENT (SID) – ICAO – RWY 35 RNAV (GNSS) – EKETO 2C DUNAS 2C NOKER 2C BENLI 2C BASUV 2C ADGAB 2C	AD 2-WBGB-6-7
STANDARD DEPARTURE CHART INSTRUMENT (SID) – ICAO – RWY 35 RNAV (GNSS) – EKETO 2C DUNAS 2C NOKER 2C BENLI 2C BASUV 2C ADGAB 2C (TABULAR 1)	AD 2-WBGB-6-8
STANDARD DEPARTURE CHART INSTRUMENT (SID) – ICAO – RWY 35 RNAV (GNSS) – EKETO 2C DUNAS 2C NOKER 2C BENLI 2C BASUV 2C ADGAB 2C (TABULAR 2)	AD 2-WBGB-6-9
STANDARD DEPARTURE CHART INSTRUMENT (SID) – ICAO – RWY 35 – EKETO 2D DUNAS 2D NOKER 2D BENLI 2D BASUV 2D ADGAB 2D	AD 2-WBGB-6-11
STANDARD DEPARTURE CHART INSTRUMENT (SID) – ICAO – RWY 35 – EKETO 2D DUNAS 2D NOKER 2D BENLI 2D BASUV 2D ADGAB 2D (TABULAR 1)	AD 2-WBGB-6-12
STANDARD ARRIVAL CHART INSTRUMENT (STAR) – ICAO – RWY 17 RNAV (GNSS) – EKETO 1E DUNAS 1E NOKER 1E BENLI 1E BASUV 1E ADGAB 1E	AD 2-WBGB-7-1
STANDARD ARRIVAL CHART INSTRUMENT (STAR) – ICAO – RWY 17 RNAV (GNSS) – EKETO 1E DUNAS 1E NOKER 1E BENLI 1E BASUV 1E ADGAB 1E (TABULAR 1)	AD 2-WBGB-7-2
STANDARD ARRIVAL CHART INSTRUMENT (STAR) – ICAO – RWY 17 RNAV (GNSS) – EKETO 1E DUNAS 1E NOKER 1E BENLI 1E BASUV 1E ADGAB 1E (TABULAR 2)	AD 2-WBGB-7-3
STANDARD ARRIVAL CHART INSTRUMENT (STAR) – ICAO – RWY 17 – EKETO 1F DUNAS 1F NOKER 1F BENLI 1F BASUV 1F ADGAB 1F	AD 2-WBGB-7-5
STANDARD ARRIVAL CHART INSTRUMENT (STAR) – ICAO – RWY 17 – EKETO 1F DUNAS 1F NOKER 1F BENLI 1F BASUV 1F ADGAB 1F (TABULAR 1)	AD 2-WBGB-7-6
STANDARD ARRIVAL CHART INSTRUMENT (STAR) – ICAO – RWY 35 RNAV (GNSS) – EKETO 1G DUNAS 1G NOKER 1G BENLI 1G BASUV 1G ADGAB 1G	AD 2-WBGB-7-7
STANDARD ARRIVAL CHART INSTRUMENT (STAR) – ICAO – RWY 35 RNAV (GNSS) – EKETO 1G DUNAS 1G NOKER 1G BENLI 1G BASUV 1G ADGAB 1G (TABULAR 1)	AD 2-WBGB-7-8
STANDARD ARRIVAL CHART INSTRUMENT (STAR) – ICAO – RWY 35 RNAV (GNSS) – EKETO 1G DUNAS 1G NOKER 1G BENLI 1G BASUV 1G ADGAB 1G (TABULAR 2)	AD 2-WBGB-7-9
STANDARD ARRIVAL CHART INSTRUMENT (STAR) – ICAO – RWY 35 – EKETO 1H DUNAS 1H NOKER 1H BENLI 1H BASUV 1H ADGAB 1H	AD 2-WBGB-7-11
STANDARD ARRIVAL CHART INSTRUMENT (STAR) – ICAO – RWY 35 – EKETO 1H DUNAS 1H NOKER 1H BENLI 1H BASUV 1H ADGAB 1H (TABULAR 1)	AD 2-WBGB-7-12
INSTRUMENT APPROACH CHART - ICAO- RWY 17 ILS OR LOC	AD 2-WBGB-8-1

Chart name	Page
INSTRUMENT APPROACH CHART - ICAO - RWY 17 ILS OR LOC (TABULAR 1)	AD 2-WBGB-8-2
INSTRUMENT APPROACH CHART – ICAO – RWY 17 RNP Z (AR)	AD 2-WBGB-8-3
INSTRUMENT APPROACH CHART - ICAO - RWY 17 VOR Z (12 DME ARC) (TABULAR 1)	AD 2-WBGB-8-4
INSTRUMENT APPROACH CHART - ICAO– RWY 17 RNP Z (AR) (TABULAR 2)	AD 2-WBGB-8-5
INSTRUMENT APPROACH CHART - ICAO- RWY 17 RNP Y	AD 2-WBGB-8-7
INSTRUMENT APPROACH CHART - ICAO- RWY 17 RNP Y (TABULAR 1)	AD 2-WBGB-8-8
INSTRUMENT APPROACH CHART - ICAO- RWY 17 VOR	AD 2-WBGB-8-9
INSTRUMENT APPROACH CHART - ICAO- RWY 17 VOR (TABULAR 1)	AD 2-WBGB-8-10
INSTRUMENT APPROACH CHART - ICAO - RWY 35 RNP Z (AR)	AD 2-WBGB-8-11
INSTRUMENT APPROACH CHART - ICAO - RWY 35 RNP Z (AR) (TABULAR 1)	AD 2-WBGB-8-12
INSTRUMENT APPROACH CHART - ICAO- RWY 35 RNP Z (AR) (TABULAR 2)	AD 2-WBGB-8-13
INSTRUMENT APPROACH CHART - ICAO- RWY 35 RNP Y	AD 2-WBGB-8-15
INSTRUMENT APPROACH CHART - ICAO- RWY 35 RNP Y (TABULAR 1)	AD 2-WBGB-8-16
INSTRUMENT APPROACH CHART - ICAO - RWY 35 VOR	AD 2-WBGB-8-17
INSTRUMENT APPROACH CHART - ICAO - RWY 35 VOR (TABULAR 1)	AD 2-WBGB-8-18

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AERODROME/HELIPORT CHART - ICAO

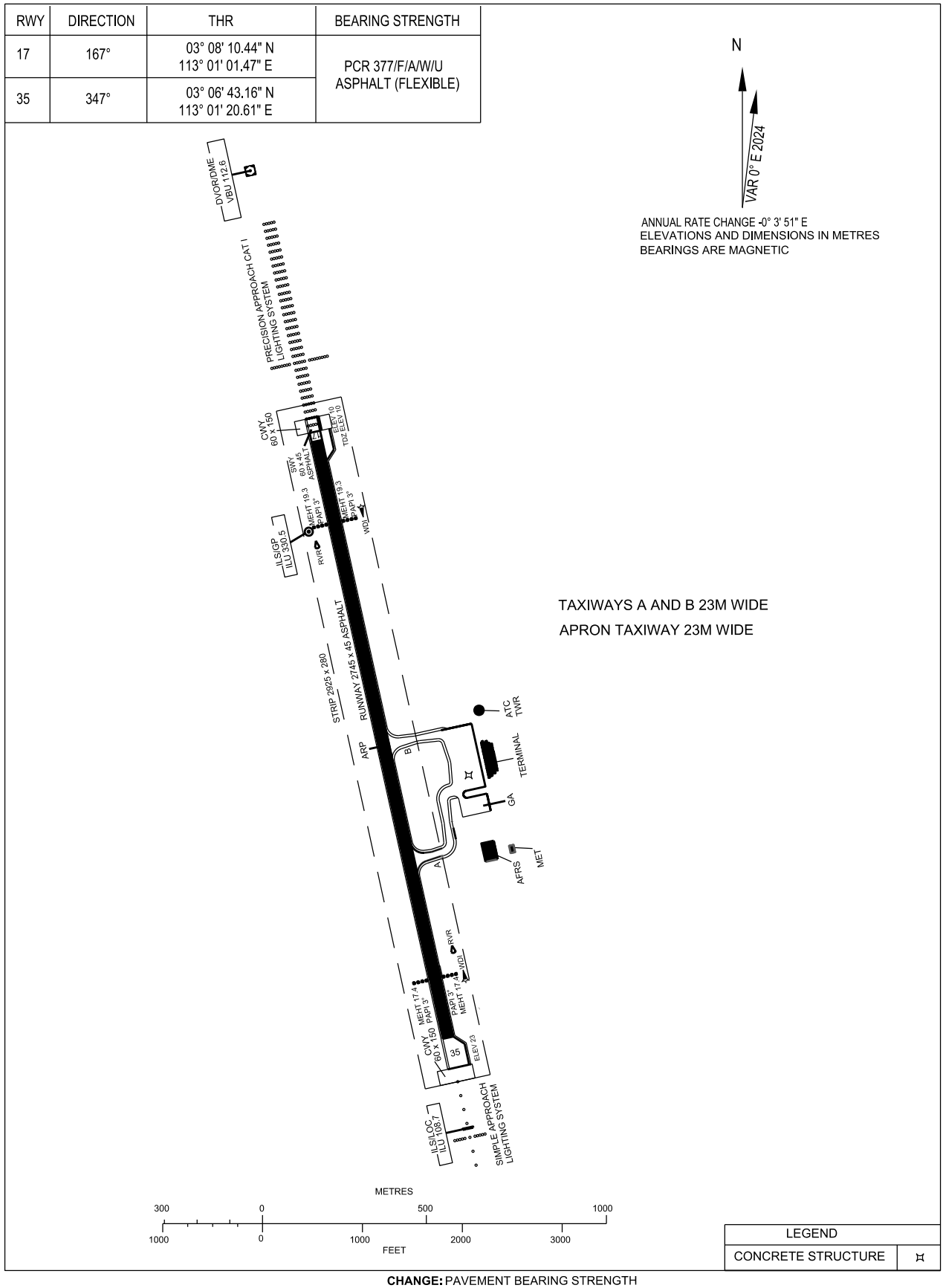
03° 07' 27" N
113° 01' 11" E

ELEV 23 m

TWR/APP	122.30 (P) 119.25 (S) 121.5
SMC	121.8
ATIS	127.8

BINTULU/ BINTULU AIRPORT

RWY	DIRECTION	THR	BEARING STRENGTH
17	167°	03° 08' 10.44" N 113° 01' 01.47" E	PCR 377/F/A/W/U ASPHALT (FLEXIBLE)
35	347°	03° 06' 43.16" N 113° 01' 20.61" E	



CHANGE: PAVEMENT BEARING STRENGTH

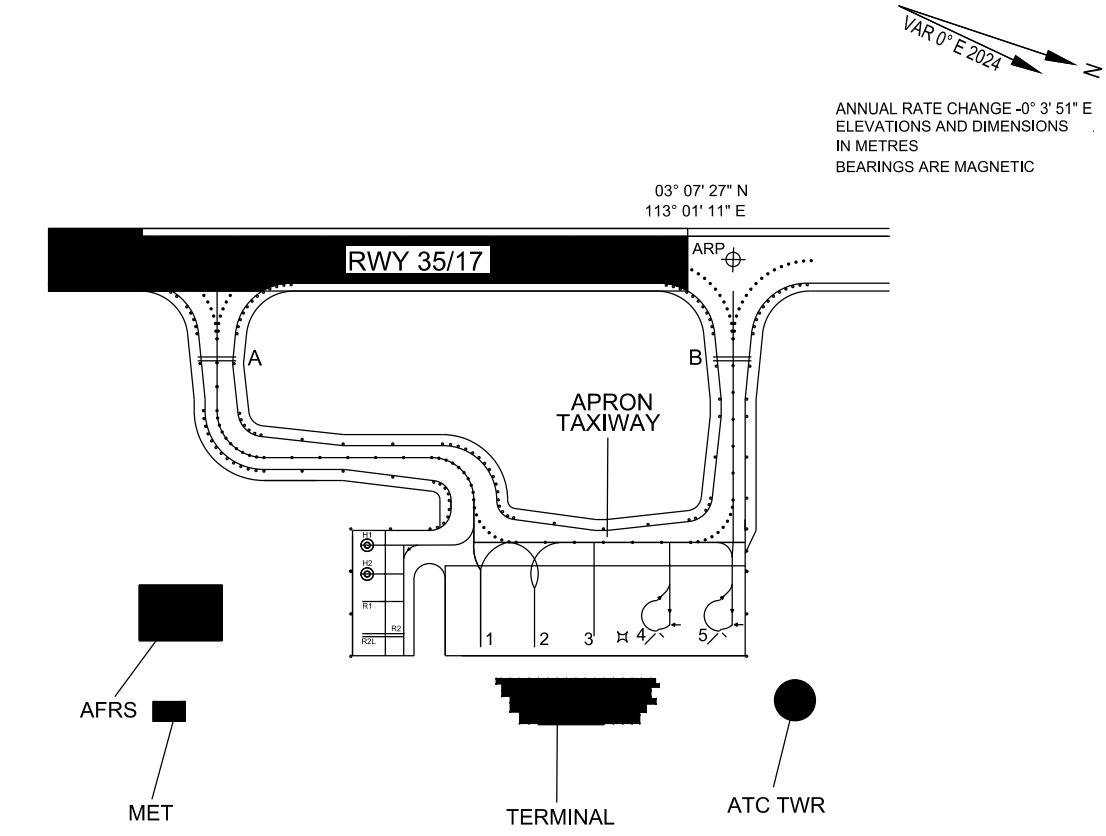
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AIRCRAFT PARKING/ DOCKING CHART - ICA0

APRON ELEV
19 m

TWR/APP	122.30 (P) 119.25 (S) 121.5
SMC	121.8
ATIS	127.8

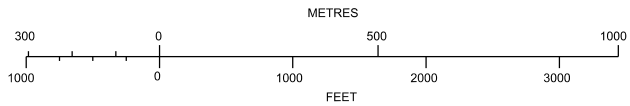
BINTULU/ BINTULU AIRPORT



TAXIWAYS A AND B 23M WIDE
APRON TAXIWAY 23M WIDE

BEARING STRENGTH TWY A AND B PCR 377/F/A/W/U
BEARING STRENGTH APRON TWY PCR 524/R/B/W/U

AIRCRAFT STAND 1 SAFEGATE EQUIPPED
AIRCRAFT STAND 2 FMT APIS ++ EQUIPPED



AIRCRAFT PARKING / DOCKING STAND POSITION

INS COORDINATES FOR AIRCRAFT STANDS			SURFACE & STRENGTH	AIRCRAFT TYPE
1	03° 07' 22.27" N	113° 01' 24.53" E	PCR 539/R/C/X/U	B38M, B739, B738, A320
2	03° 07' 23.96" N	113° 01' 23.96" E	PCR 539/R/C/X/U	B38M, B739, B738, A320
3	03° 07' 25.35" N	113° 01' 23.44" E	PCR 539/R/C/X/U	B38M, B738, A320, AT75
4	03° 07' 27.25" N	113° 01' 22.65" E	PCR 150/R/C/X/U	AT75
5	03° 07' 29.20" N	113° 01' 22.22" E	PCR 150/R/C/X/U	AT75
R1	03° 07' 18.37" N	113° 01' 23.55" E	PCR 119/F/B/W/U	CL60
R2	03° 07' 18.56" N	113° 01' 24.41" E	PCR 119/F/B/W/U	CL60
R2L	03° 07' 18.58" N	113° 01' 24.48" E	PCR 119/F/B/W/U	CN35
H1	03° 07' 18.18" N	113° 01' 21.79" E	3 TONNES (ASPHALT)	EC135
H2	03° 07' 18.36" N	113° 01' 22.62" E	3 TONNES (ASPHALT)	EC135

LEGEND	
CONCRETE STRUCTURE	⌗
RUNWAY-HOLDING POSITION	≡
TAXIWAY LIGHT	◦
AIRCRAFT STAND	10

CHANGES: PAVEMENT BEARING STRENGTH
AIRCRAFT TYPE

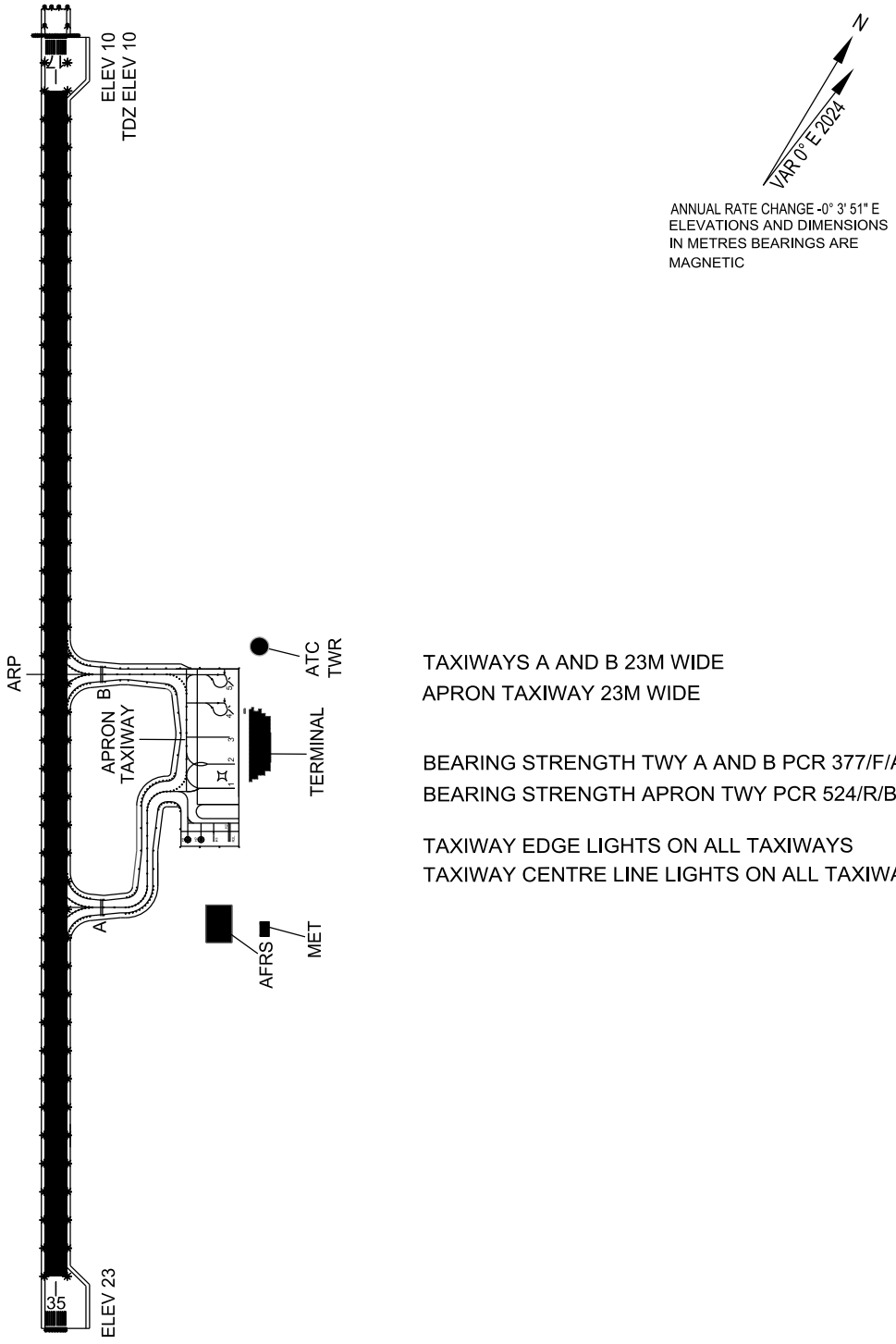
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AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV
19 m

TWR/APP	122.30 (P) 119.25 (S)
	121.5
SMC	121.8
ATIS	127.8

BINTULU/ BINTULU AIRPORT



CHANGES: PAVEMENT BEARING STRENGTH

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WBGR AD 2.1 AERODROME LOCATION INDICATOR AND NAME

WBGR - MIRI

WBGR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	041921N 1135914E Located on RWY, 1365M from THR 02
2	Direction and distance from (city)	DIST 3.5 KM / 4 KM by road, bearing 181° from Morsjaya Commercial Centre.
3	Elevation/Reference temperature	18M (59FT) / 31.5C
4	Geoid undulation at AD ELEV PSN	+42 M
5	MAG VAR/Annual change	0° W (2024) / - 0° 4' 10" W decreasing
6	AD operator, address, telephone, telefax, e-mail address, AFS and website address	Operator: Malaysia Airports Sdn Bhd Miri Airport, P.O BOX 851, 98008 Miri Sarawak TEL: +6085 - 615204 / 615205 Telefax: +6085 - 614537 e-mail: masb_myy@malaysiaairports.com.my Http:www.malaysiaairports.com.my ATC Services: Civil Aviation Authority of Malaysia Jalan Lapangan Terbang Miri 98000 Miri Sarawak Malaysia TEL: +6085 - 614991 / 614992 / 611500 Telefax: +6085 - 613860 / 612860 / 613004
7	Types of traffic permitted (IFR/VFR)	IFR / VFR
8	Remarks	NIL

WBGR AD 2.3 OPERATIONAL HOURS

1	AD Operator	2200 - 1530 UTC Daily
2	Customs and immigration	Scheduled flight only.
3	Health and sanitation	NIL
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	2200 - 1530
6	MET Briefing Office	H24
7	ATS	2200 - 1530
8	Fuelling	SHELL: 2200 - 1330 UTC Daily. Night service on request 2 PN before 1200. PETRONAS: 2200 - 1200 UTC Daily.
9	Handling	Prior arrangement with handling agents.
10	Security	H24
11	De-icing	NIL
12	Remarks	Unscheduled movements PPR fm FIC Kota Kinabalu before 0400 daily.

WBGR AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Prior arrangement with Malaysia Airline.
2	Fuel/oil types	Jet A-1
3	Fuelling facilities/capacity	SHELL and PETRONAS and refuelling by bowsers.
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	General Aviation MAB hangar.
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

WBGR AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in town.
2	Restaurants	Airport Terminal.
3	Transportation	Taxi from 2100 - 1530
4	Medical facilities	Miri Hospital.
5	Bank and Post Office	Auto Teller Machine (ATM) at Airport and Post Office in town
6	Tourist Office	NIL
7	Remarks	NIL

WBGR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 7
2	Rescue equipment	Adequately provided as recomended by ICAO.
3	Capability for removal of disabled aircraft	With arrangement with the respective airline and ground handler. a) Largest aircraft - A333 / B772
4	Remarks	1. All Airport Fire & Rescue Service (AFRS) personnel are trained in rescue and fire-fighting as well medical first - aid. 2. Upgrading to higher category up to CAT 8 required prior arrangement notice within 7 days.

WBGR AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	**Bay 1** Apron Surface: Concrete (Rigid) and Asphalt (Flexible) Strength: PCR 150 / R / C / X / U and PCR 135 / F / C / W / U **Bay 1A, Bay 1B** and **Bay 1C** Apron Surface: Concrete (Rigid) and Asphalt (Flexible) Strength: 5670 kg / no pressure limit **Bay 2** Apron Surface: Concrete (Rigid) and Asphallt (Flexible) Strength: PCR 657 / R / C / W / U and PCR 548 / F / C / W / U **Bay 3** Apron Surface: Concrete (Rigid) and Asphalt (Flexible) Strength: PCR 539 / R / C / X / U and PCR 448 / F / C / W / U **Bay 4** Apron Surface: Concrete (Rigid) and Asphalt (Flexible) Strength: PCR 789 / R / C / X / U and PCR 645 / F / C / W / U **Bay 5, Bay 6, Bay 7 and Bay 8** Apron Surface: Concrete (Rigid) and Asphalt (Flexible) Strength: PCR 685 / R / C / W / U and PCR 574 / F / C / W / U **Bay 8R** Apron Surface: Concrete (Rigid) and Asphalt (Flexible) Strength: PCR 801 / R / C / W / U and PCR 654 / F / C / W / U **Bay R1**, **Bay R2**, **Bay R3**, **Bay R4, Bay R5 & Bay R6** Apron Surface: Concrete (Rigid) Strength: PCR 133 / R / A / W / U **Bay R7**, **Bay R8** & **Bay R9** Apron Surface: Concrete (Rigid) Strength: 5670 kg / no pressure limit **Apron GA1 (G1)** Apron Surface: Concrete (Rigid) Strength: PCR 329 / R / C / W / U **Apron GA1 (H4, H5 & H6)** Apron Surface: Concrete (Rigid) Strength: 13 tonnes **Apron GA2 (H1, H2 & H3)** Apron Surface: Concrete (Rigid) and Asphalt (Flexible) Strength: 11 tonnes
2	Taxiway width, surface and strength	**Taxiway A, A1 & A3** Width: 23 m Surface: Asphalt (Flexible) Strength: PCR 572 / F / A / W / U **Taxiway A2 & B2** Width: 23 m Surface: Asphalt (Flexible) Strength: PCR 597 / F / B / W / U **Taxiway B & B1** Width: 23 m Surface: Asphalt (Flexible) Strength: PCR 654 / F / C / W / U

		Taxiway C Width: 18 m Surface: Concrete (Rigid) Asphalt (Flexible) Strength: PCR 133 / R / A / W / U PCR 135 / F / C / W / U **Taxiway C1** Width: 18 m Surface: Asphalt (Flexible) Strength: PCR 135 / F / C / W / U **Taxiway F** Width: 23 m Surface: Asphalt (Flexible) Strength: PCR 292 / F / B / W / U **Taxiway G** Width: 15 m Surface: Asphalt (Flexible) Strength: PCR 143 / F / C / W / U **Taxiway GA2** Width: 15 m Surface: Asphalt (Flexible) Strength: 11 Tonnes **Aircraft Stand Taxilane C2 & C3** Width: 15 m Surface: Concrete (Rigid) Strength: PCR 133 / R / A / W / U
3	Altimeter checkpoint location and elevation	Location: At Apron Elevation: 16 M (52 FT)
4	VOR checkpoints	At TWY A1, TWY A2, TWY A3 & TWY F holding point. See AD Chart.
5	INS checkpoints	At aircraft parking stands (See AD 2-WBGR-2-3)
6	Remarks	1. Taxiway C is restricted to ATR 72, DHC-6 aircraft or smaller. 2. Parking Bays R1 - R6 is restricted to ATR 72 or DHC-6 only. 3. Parking Bays 1A - 1C and R7 - R9 is restricted to DHC-6 only. 4. TWY D and TWY E closed. 5. No taxiway shoulder at TWY F.

AERODROME/HELIPORT CHART - ICAO

04° 19' 21" N
113° 59' 14" E

ELEV 18 m

TWR	123.30
APP	129.90
	122.70
SMC	121.90
CATIS	127.0

MIRI/MIRI AIRPORT

RWY	DIRECTION	THR CO-ORDS	BEARING STRENGTH
02	024°	04° 18' 40.85" N 113° 58' 54.94" E	RWY PCR 654 / F / C / X / U TWY A, TWY A1 and TWY A3 PCR 572 / F / A / W / U TWY A2 AND TWY B2 PCR 597 / F / B / W / U TWY B AND TWY B1 PCR 654 / F / C / W / U TWY C PCR 133 / R / A / W / U and PCR 135 / F / C / W / U TWY C1 PCR 135 / F / C / W / U TWY F PCR 292 / F / B / W / U TWY G PCR 143 / F / C / W / U TWY GA2 11 TONNES (ASPHALT) AIRCRAFT STAND TAXILANE C2 AND C3 PCR 133 / R / A / W / U APRON PARKING BAY 1 PCR 150 / R / C / X / U and PCR 135 / F / C / W / U APRON PARKING BAYS 1A, 1B AND 1C 5670 KG / NO PRESSURE LIMIT (CONCRETE & ASPHALT) APRON PARKING BAY 2 PCR 657 / R / C / W / U and PCR 548 / F / C / W / U APRON PARKING BAY 3 PCR 539 / R / C / X / U and PCR 448 / F / C / W / U APRON PARKING BAY 4 PCR 789 / R / C / X / U and PCR 645 / F / C / W / U APRON PARKING BAYS 5, 6, 7 AND 8 PCR 685 / R / C / W / U and PCR 574 / F / C / W / U APRON PARKING BAY 8R PCR 801 / R / C / W / U and PCR 654 / F / C / W / U APRON PARKING BAYS R1 TO R6 PCR 133 / R / A / W / U APRON PARKING BAYS R7 TO R9 5670 KG / NO PRESSURE LIMIT (CONCRETE) APRON PARKING APRON GA1 (G1) PCR 329 / R / C / W / U APRON GA1 (H4, H5 and H6) 13 TONNES (CONCRETE) APRON GA2 (H1, H2 and H3) 11 TONNES (CONCRETE & ASPHALT)
20	204°	04° 20' 01.84" N 113° 59' 32.55" E	

ANNUAL RATE OF CHANGE -0° 4' 10" W
ELEVATIONS AND DIMENSIONS
IN METRES
BEARINGS ARE MAGNETIC

VAR 0° W 2024

BAY NUMBER	GEOGRAPHICAL COORDINATE
1	4° 19' 31.63" N 113° 59' 03.96" E
1A	4° 19' 32.04" N 113° 59' 04.85" E
1B	4° 19' 31.54" N 113° 59' 05.92" E
1C	4° 19' 31.04" N 113° 59' 07.00" E
2	4° 19' 30.23" N 113° 59' 03.91" E
3	4° 19' 29.40" N 113° 59' 02.93" E
4	4° 19' 27.72" N 113° 59' 02.17" E
5	4° 19' 25.90" N 113° 59' 01.57" E
6	4° 19' 24.69" N 113° 59' 01.01" E
7	4° 19' 23.48" N 113° 59' 0.45" E
8	4° 19' 22.27" N 113° 58' 59.89" E
8R	4° 19' 22.68" N 113° 59' 00.24" E

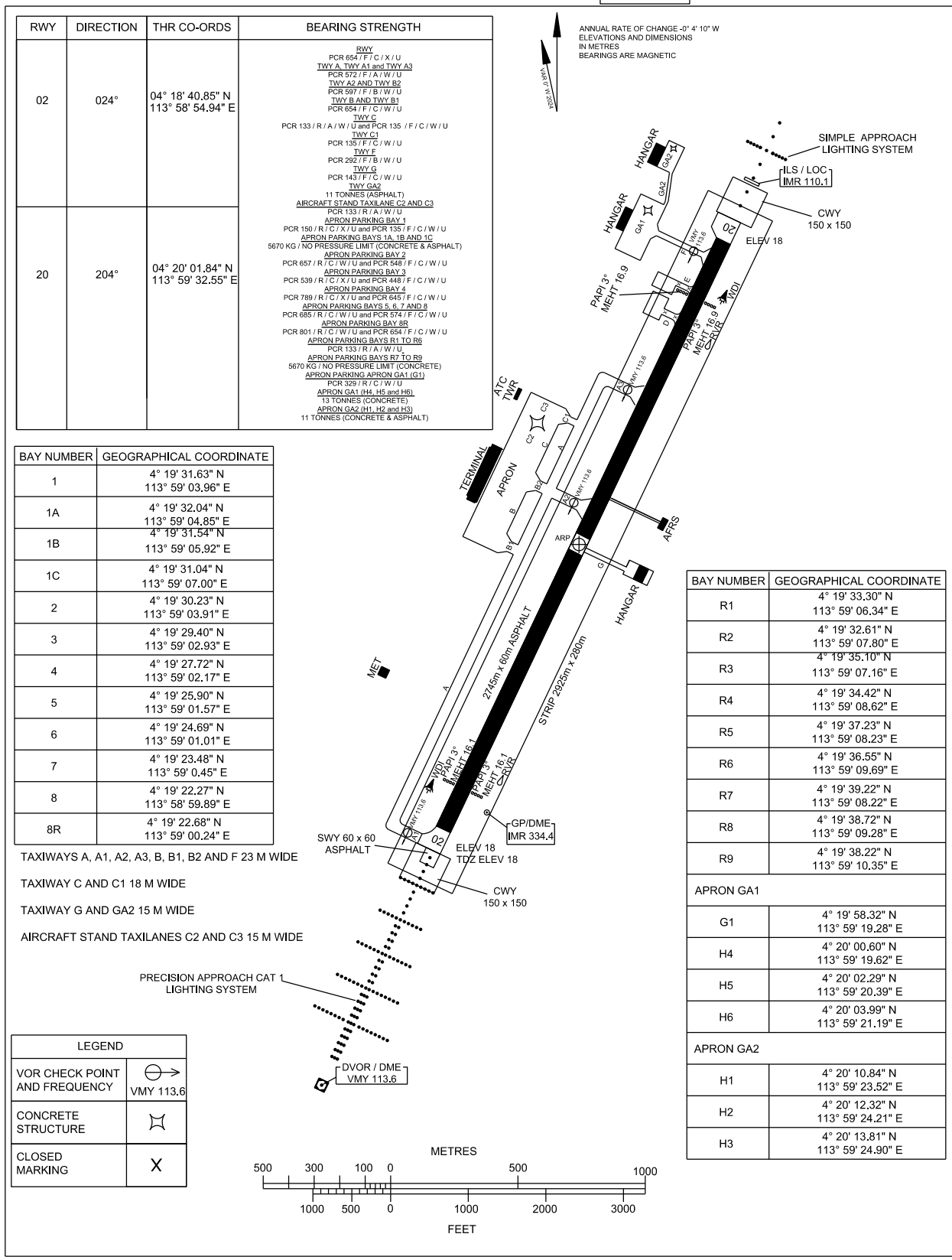
TAXIWAYS A, A1, A2, A3, B, B1, B2 AND F 23 M WIDE

TAXIWAY C AND C1 18 M WIDE

TAXIWAY G AND GA2 15 M WIDE

AIRCRAFT STAND TAXILANES C2 AND C3 15 M WIDE

BAY NUMBER	GEOGRAPHICAL COORDINATE
R1	4° 19' 33.30" N 113° 59' 06.34" E
R2	4° 19' 32.61" N 113° 59' 07.80" E
R3	4° 19' 35.10" N 113° 59' 07.16" E
R4	4° 19' 34.42" N 113° 59' 08.62" E
R5	4° 19' 37.23" N 113° 59' 08.23" E
R6	4° 19' 36.55" N 113° 59' 09.69" E
R7	4° 19' 39.22" N 113° 59' 08.22" E
R8	4° 19' 38.72" N 113° 59' 09.28" E
R9	4° 19' 38.22" N 113° 59' 10.35" E
APRON GA1	
G1	4° 19' 58.32" N 113° 59' 19.28" E
H4	4° 20' 00.60" N 113° 59' 19.62" E
H5	4° 20' 02.29" N 113° 59' 20.39" E
H6	4° 20' 03.99" N 113° 59' 21.19" E
APRON GA2	
H1	4° 20' 10.84" N 113° 59' 23.52" E
H2	4° 20' 12.32" N 113° 59' 24.21" E
H3	4° 20' 13.81" N 113° 59' 24.90" E



LEGEND	
VOR CHECK POINT AND FREQUENCY	VMY 113.6
CONCRETE STRUCTURE	
CLOSED MARKING	X

CHANGE: PAVEMENT BEARING STRENGTH

INTENTIONALLY BLANK

AIRCRAFT PARKING/ DOCKING CHART - ICAO

APRON ELEV 16 m

TWR	123.30
APP	129.90
	122.70
SMC	121.90
CATIS	127.0

MIRI/MIRI AIRPORT

AIRCRAFT PARKING / DOCKING STAND POSITION

INS COORDINATES FOR AIRCRAFT STANDS		AIRCRAFT TYPE
1	4° 19' 31.63" N 113° 59' 03.96" E	AT75, AT76
1A	4° 19' 32.04" N 113° 59' 04.85" E	DHC-6
1B	4° 19' 31.54" N 113° 59' 05.92" E	DHC-6
1C	4° 19' 31.04" N 113° 59' 07.00" E	DHC-6
2	4° 19' 30.23" N 113° 59' 03.91" E	A321, A320, A319 B738, E290
3	4° 19' 29.40" N 113° 59' 02.93" E	A320, A319, B738
4	4° 19' 27.72" N 113° 59' 02.17" E	A332, A21N, A321, A320, A319, B738, B38M
5	4° 19' 25.90" N 113° 59' 01.57" E	A21N, A321, A320, B738, AT75
6	4° 19' 24.69" N 113° 59' 01.01" E	A21N, A321, A320, B738, AT75
7	4° 19' 23.48" N 113° 59' 0.45" E	A21N, A321, A320, B738, AT75
8	4° 19' 22.27" N 113° 58' 59.89" E	A21N, A321, A320, B738, AT75
8R	4° 19' 22.68" N 113° 59' 00.24" E	A333, B772, B762, B752
R1	4° 19' 33.30" N 113° 59' 06.34" E	AT75, AT76
R2	4° 19' 32.61" N 113° 59' 07.80" E	AT75, AT76
R3	4° 19' 35.10" N 113° 59' 07.16" E	AT75, AT76
R4	4° 19' 34.42" N 113° 59' 08.62" E	AT75, AT76
R5	4° 19' 37.23" N 113° 59' 08.23" E	AT75, AT76
R6	4° 19' 36.55" N 113° 59' 09.69" E	AT75, AT76
R7	4° 19' 39.22" N 113° 59' 08.22" E	DHC-6
R8	4° 19' 38.72" N 113° 59' 09.28" E	DHC-6
R9	4° 19' 38.22" N 113° 59' 10.35" E	DHC-6
APRON GA1		
G1	4° 19' 58.32" N 113° 59' 19.28" E	C130
H4	4° 20' 00.60" N 113° 59' 19.62" E	HELICOPTER (MI-17)
H5	4° 20' 02.29" N 113° 59' 20.39" E	HELICOPTER (MI-17)
H6	4° 20' 03.99" N 113° 59' 21.19" E	HELICOPTER (MI-17)
APRON GA2		
H1	4° 20' 10.84" N 113° 59' 23.52" E	HELICOPTER (S61)
H2	4° 20' 12.32" N 113° 59' 24.21" E	HELICOPTER (S61)
H3	4° 20' 13.81" N 113° 59' 24.90" E	HELICOPTER (S61)

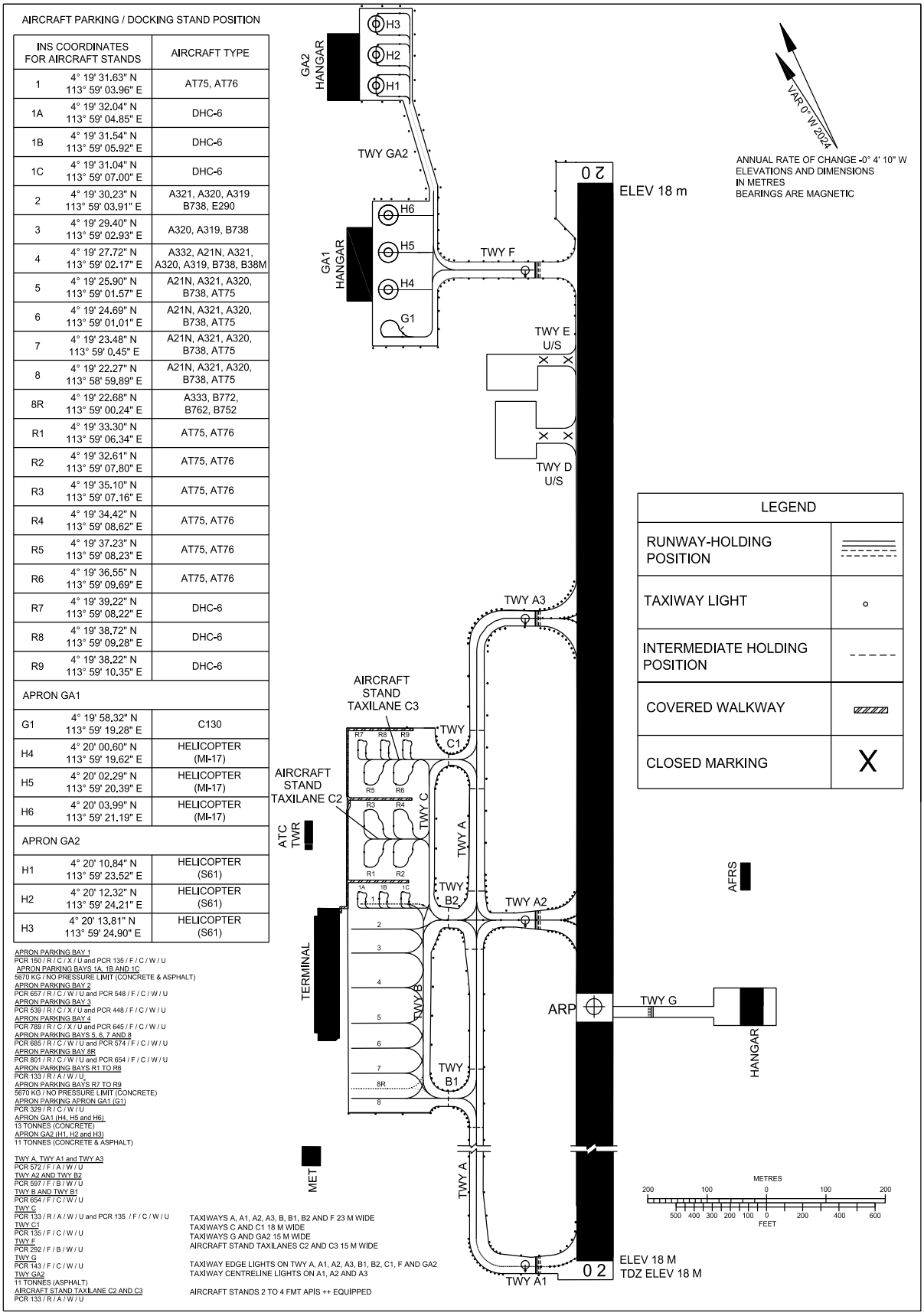
APRON PARKING BAY 1
PCR 150 / R / C / X / U and PCR 135 / F / C / W / U
APRON PARKING BAYS 1A, 1B AND 1C
5670 KG / NO PRESSURE LIMIT (CONCRETE & ASPHALT)
APRON PARKING BAY 2
PCR 657 / R / C / W / U and PCR 548 / F / C / W / U
APRON PARKING BAY 3
PCR 539 / R / C / X / U and PCR 448 / F / C / W / U
APRON PARKING BAY 4
PCR 789 / R / C / X / U and PCR 645 / F / C / W / U
APRON PARKING BAYS 5, 6, 7 AND 8
PCR 685 / R / C / W / U and PCR 574 / F / C / W / U
APRON PARKING BAY 8R
PCR 801 / R / C / W / U and PCR 654 / F / C / W / U
APRON PARKING BAYS R1 TO R6
PCR 133 / R / A / W / U
APRON PARKING BAYS R7 TO R9
5670 KG / NO PRESSURE LIMIT (CONCRETE)
APRON PARKING APRON GA1 (G1)
PCR 329 / R / C / W / U
APRON GA1 (H4, H5 and H6)
13 TONNES (CONCRETE)
APRON GA2 (H1, H2 and H3)
11 TONNES (CONCRETE & ASPHALT)

TWY A, TWY A1 and TWY A3
PCR 572 / F / A / W / U
TWY A2 AND TWY B2
PCR 597 / F / B / W / U
TWY B AND TWY B1
PCR 654 / F / C / W / U
TWY C
PCR 133 / R / A / W / U and PCR 135 / F / C / W / U
TWY C1
PCR 135 / F / C / W / U
TWY F
PCR 292 / F / B / W / U
TWY G
PCR 143 / F / C / W / U
TWY GA2
11 TONNES (ASPHALT)
AIRCRAFT STAND TAXILANE C2 AND C3
PCR 133 / R / A / W / U

TAXIWAYS A, A1, A2, A3, B, B1, B2 AND F 23 M WIDE
TAXIWAYS C AND C1 18 M WIDE
TAXIWAYS G AND GA2 15 M WIDE
AIRCRAFT STAND TAXILANES C2 AND C3 15 M WIDE

TAXIWAY EDGE LIGHTS ON TWY A, A1, A2, A3, B1, B2, C1, F AND GA2
TAXIWAY CENTRELINE LIGHTS ON A1, A2 AND A3

AIRCRAFT STANDS 2 TO 4 FMT APIS ++ EQUIPPED



CHANGE: PAVEMENT BEARING STRENGTH
TYPE OF VDGS

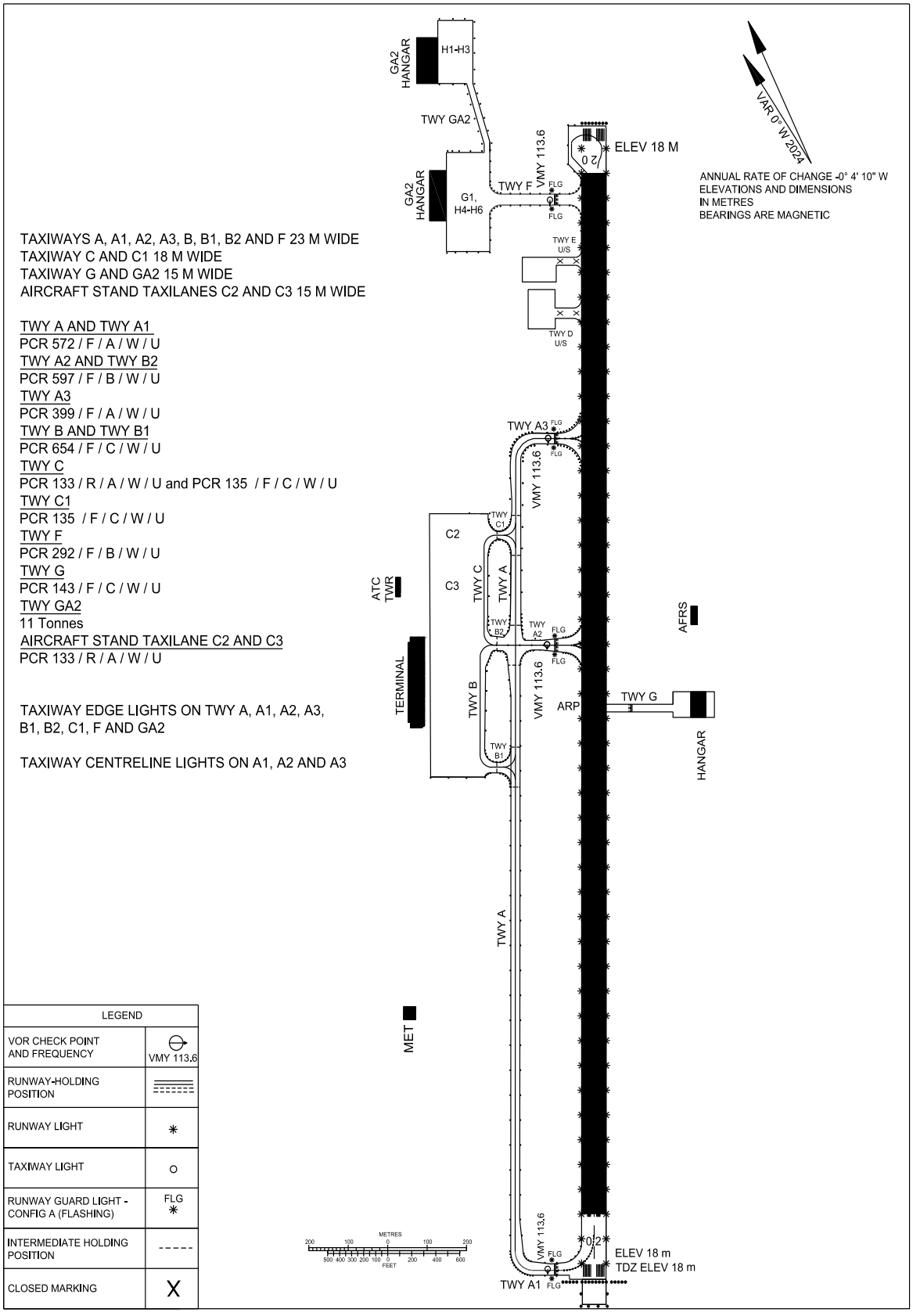
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AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV
16 m

TWR	123.30
APP	129.90
	122.70
SMC	121.90
CATIS	127.0

MIRI/MIRI AIRPORT



TAXIWAYS A, A1, A2, A3, B, B1, B2 AND F 23 M WIDE
TAXIWAY C AND C1 18 M WIDE
TAXIWAY G AND GA2 15 M WIDE
AIRCRAFT STAND TAXILANES C2 AND C3 15 M WIDE

TWY A AND TWY A1
PCR 572 / F / A / W / U
TWY A2 AND TWY B2
PCR 597 / F / B / W / U
TWY A3
PCR 399 / F / A / W / U
TWY B AND TWY B1
PCR 654 / F / C / W / U
TWY C
PCR 133 / R / A / W / U and PCR 135 / F / C / W / U
TWY C1
PCR 135 / F / C / W / U
TWY F
PCR 292 / F / B / W / U
TWY G
PCR 143 / F / C / W / U
TWY GA2
11 Tonnes
AIRCRAFT STAND TAXILANE C2 AND C3
PCR 133 / R / A / W / U

TAXIWAY EDGE LIGHTS ON TWY A, A1, A2, A3, B1, B2, C1, F AND GA2

TAXIWAY CENTRELINE LIGHTS ON A1, A2 AND A3

LEGEND	
VOR CHECK POINT AND FREQUENCY	VMY 113.6
RUNWAY-HOLDING POSITION	
RUNWAY LIGHT	*
TAXIWAY LIGHT	o
RUNWAY GUARD LIGHT - CONFIG A (FLASHING)	FLG *
INTERMEDIATE HOLDING POSITION	- - - - -
CLOSED MARKING	X

CHANGES: PAVEMENT BEARING STRENGTH

INTENTIONALLY BLANK

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 (14 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 bowsers. Capacity: Hydrant 5600 liters per minute. Petronas: 6 Bowsers each 4000 IG and 2 trailers each 6000 IG. Tel: 088-215411. Fax: 088-215412 SHELL: 1 bowser 45000 liters, 5 bowsers 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: 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 Service (AFRS) personnel are to be well trained in rescue and fire fighting as well as medical first aid.

WBKK AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	**Bay 1** Apron Surface : Concrete (Rigid) and Asphalt (Flexible) Strength : PCR 1040 / R / B / W / T and PCR 518 / F / B / W / U **Bay 1A** Apron Surface : Concrete (Rigid) and Asphalt (Flexible) Strength : PCR 980 / R / B / W / T and PCR 410 / F / B / W / U **Bay 1B** Apron Surface : Concrete (Rigid) and Asphalt (Flexible) Strength : PCR 1030 / R / B / W / T and PCR 410 / F / B / W / U **Bay 2** Apron Surface : Concrete (Rigid) and Asphalt (Flexible) Strength : PCR 1240 / R / B / W / T and PCR 658 / F / B / W / U **Bay 2A** Apron Surface : Concrete (Rigid) and Asphalt (Flexible) Strength : PCR 1140 / R / B / W / T and PCR 524 / F / B / W / U **Bay 2B** Apron Surface : Concrete (Rigid) and Asphalt (Flexible) Strength : PCR 1060 / R / B / W / T and PCR 475 / F / B / W / U **Bay 3** Apron Surface : Concrete (Rigid) and Asphalt (Flexible) Strength : PCR 1230 / R / B / W / T and PCR 658 / F / B / W / U **Bay 3A** Apron Surface : Concrete (Rigid) and Asphalt (Flexible) Strength : PCR 1020/ R / B / W / T and PCR 524 / F / B / W / U **Bay 3B** Apron Surface : Concrete (Rigid) and Asphalt (Flexible) Strength : PCR 1270 / R / B / W / T and PCR 475 / F / B / W / U

		Bay 4 Apron Surface : Concrete (Rigid) and Asphalt (Flexible) Strength : PCR 1070 / R / B / W / T and PCR 658 / F / B / W / U **Bay 4A** Apron Surface : Concrete (Rigid) and Asphalt (Flexible) Strength : PCR 890 / R / C / W / T and PCR 475 / F / B / W / U **Bay 4B** Apron Surface : Concrete (Rigid) and Asphalt (Flexible) Strength : PCR 980 / R / B / W /T and PCR 475 / F / B / W / U **Bay 5** Apron Surface : Concrete (Rigid) and Asphalt (Flexible) Strength : PCR 1010 / R / B / W / T and PCR 658 / F / B / W / U **Bay 5A** Apron Surface : Concrete (Rigid) and Asphalt (Flexible) Strength : PCR 1000 / R / B / W / T and PCR 524 / F / B / W / U **Bay 5B** Apron Surface : Concrete (Rigid) and Asphalt (Flexible) Strength : PCR 960 / R / B / W / T and PCR 410 / F / B / W / U **Bay 6** Apron Surface : Concrete (Rigid) and Asphalt (Flexible) Strength : PCR 860 / R / B / W / T and PCR 590 / F / B / W / U **Bay 6A** Apron Surface : Concrete (Rigid) and Asphalt (Flexible) Strength : PCR 1120 / R / B / W / T and PCR 524 / F / B / W / U **Bay 6B** Apron Surface : Concrete (Rigid) and Asphalt (Flexible) Strength : PCR 830 / R / B / W / T and PCR 524 / F / B / W / U **Bay 7** Apron Surface : Concrete (Rigid) and Asphalt (Flexible) Strength : PCR 1190 / R / B / W / T and PCR 524 / F / B / W / U **Bay 8** Apron Surface : Concrete (Rigid) and Asphalt (Flexible) Strength : PCR 2090 / R / B / W / T and PCR 524 / F / B / W / U

		Bay 9 Apron Surface : Concrete (Rigid) and Asphalt (Flexible) Strength : PCR 2590 / R / B / W / T and PCR 410 / F / B / W / U **Bay 10** Apron Surface : Concrete (Rigid) and Asphalt (Flexible) Strength : PCR 1990 / R / B / W / T and PCR 410 / F / B / W / U **Bay 11** Apron Surface : Concrete (Rigid) and Asphalt (Flexible) Strength : PCR 1210 / R / B / W / T and PCR 410 / F / B / W / U **Bay 12** Apron Surface : Concrete (Rigid) and Asphalt (Flexible) Strength : PCR 1120 / R / B / W / T and PCR 410 / F / B / W / U **Bay 13** Apron Surface : Concrete (Rigid) and Asphalt (Flexible) Strength : PCR 1290 / R / B / W / T and PCR 410 / F / B / W / U **Bay 14** Apron Surface : Concrete (Rigid) and Asphalt (Flexible) Strength : PCR 1010 / R / B / W / T and PCR 410 / F / B / W / U **Bay 14A** Apron Surface : Concrete (Rigid) and Asphalt (Flexible) Strength : PCR 1400 / R / B / W / T and PCR 410 / F / B / W / U **Bay 14B** Apron Surface : Concrete (Rigid) and Asphalt (Flexible) Strength : PCR 1400 / R / B / W / T and PCR 116 / F / B / W / U **Bay 15** Apron Surface : Concrete (Rigid) and Asphalt (Flexible) Strength : PCR 920 / R / C / W / T and PCR 410 / F / B / W / U **Bay 15A** Apron Surface : Concrete (Rigid) and Asphalt (Flexible) Strength : PCR 920 / R / C / W / T and PCR 116 / F / B / W / U **Bay 16** Apron Surface : Concrete (Rigid) and Asphalt (Flexible) Strength : PCR 1050 / R / C / W / T and PCR 410 / F / B / W / U

		Bay 16A Apron Surface : Concrete (Rigid) and Asphalt (Flexible) Strength : PCR 1050 / R / C / W / T and PCR 116 / F / B / W / U **Bay 17** Apron Surface : Asphalt (Flexible) Strength : PCR 340 / F / C / W / T **Bay 18** Apron Surface : Asphalt (Flexible) Strength : PCR 380 / F / C / W / T **Bay 19** Apron Surface : Asphalt (Flexible) Strength : PCR 320 / F / C / W / T **Bay 20** Apron Surface : Concrete (Rigid) Strength : PCR 1350 / R / B / W / T **Bay 21** Apron Surface : Concrete (Rigid) Strength : PCR 1420 / R / B / W / T **Bay 21A** Apron Surface : Concrete (Rigid) Strength : PCR 930 / R / B / W / T **Bay 21B** Apron Surface : Concrete (Rigid) Strength : PCR 880 / R / B / W / T **Bay 26** Apron Surface : Concrete (Rigid) and Asphalt (Flexible) Strength : PCR 840 / R / B / W / T and PCR 410 / F / B / W / U **Bay 27** Apron Surface : Concrete (Rigid) and Asphalt (Flexible) Strength : PCR 780 / R / B / W / T and PCR 410 / F / B / W / U **Bay 28** Apron Surface : Concrete (Rigid) and Asphalt (Flexible) Strength : PCR 720 / R / B / W / T and PCR 410 / F / B / W / U **Bay 29** Apron Surface : Concrete (Rigid) and Asphalt (Flexible) Strength : PCR 850 / R / B / W / T and PCR 410 / F / B / W / U **Bay 30** Apron Surface : Concrete (Rigid) and Asphalt (Flexible) Strength : PCR 910 / R / B / W / T and PCR 410 / F / B / W / U

		Bay 31 Apron Surface : Concrete (Rigid) and Asphalt (Flexible) Strength : PCR 720 / R / B / W / T and PCR 410 / F / B / W / U **Bay 32** Apron Surface : Concrete (Rigid) and Asphalt (Flexible) Strength : PCR 800 / R / B / W / T and PCR 410 / F / B / W / U **Bay 33** Apron Surface : Concrete (Rigid) and Asphalt (Flexible) Strength : PCR 770 / R / B / W / T and PCR 410 / F / B / W / U **Bay 34** Apron Surface : Concrete (Rigid) and Asphalt (Flexible) Strength : PCR 740 / R / B / W / T and PCR 410 / F / B / W / U	
2.	Taxiway width, surface and strength	**Taxiway A** Width: 23 m Surface: Asphalt (Flexible) Strength: PCR 1530 / F / B / X / T	**Taxiway B** Width: 31 m Surface: Asphalt (Flexible) Strength: PCR 1080 / F / B / X / T
		Taxiway C Width: 26 m Surface: Asphalt (Flexible) Strength: PCR 730 / F / B / X / T	**Taxiway D** Width: 30 m Surface: Asphalt (Flexible) Strength: PCR 1150 / F / B / X / T
		Taxiway E Width: 26 m Surface: Asphalt (Flexible) Strength: PCR 1280 / F / B / X / T	**Taxiway F** Width: 23 m Surface: Asphalt (Flexible) Strength: PCR 1580 / F / A / X / T
		Taxiway G Width: 23 m Surface: Asphalt (Flexible) Strength: PCR 4920 / F / A / X / T	**Taxiway H** Width: 27 m Surface: Asphalt (Flexible) Strength: PCN 1260 / F / A / X / T
		Taxiway K Width: 27 m Surface: Asphalt (Flexible) Strength: PCN 2010 / F / A / X / T	**Taxiway J** Width: 30 m Surface: Asphalt (Flexible) Strength: PCN 1040 / F / B / X / T
		Taxiway L Width: 40 m Surface: Asphalt (Flexible) Strength: PCR 3780 / F / A / X / T	**Taxiway M** Width: 40 m Surface: Asphalt (Flexible) Strength: PCR 990 / F / B / X / T
		Taxiway N Width: 27 m Surface: Asphalt (Flexible) Strength: PCR 840 / F / B / X / T	**Taxiway FC** Width: 11 m Surface: Asphalt (Flexible) Strength: PCR 33 / F / C / Y / U

		Taxiway P Width: 11 m Surface: Asphalt (Flexible) Strength: PCR 33 / F / C / Y / U	**Apron Taxiway M1** Width: 23 m Surface: Asphalt (Flexible) and Concrete (Rigid) Strength: PCR 910 / F / B / X / T and PCR 524 / R / B / W / U
		Apron Taxiway A1 Width: 23 m Surface: Asphalt (Flexible) and Concrete (Rigid) Strength: PCR 1380 / F / B / X / T and PCR 524 / R / B / W / U	**Aircraft Stand Taxilane B1** Width: 15 m Surface: Asphalt (Flexible) and Concrete (Rigid) Strength: PCR 1380 / F / B / X / T and PCR 524 / R / B / W / U
		Apron Taxiway M2 Width: 23 m Surface: Asphalt (Flexible) Strength: PCR 570 / F / B / X / T	**Aircraft Stand Taxilane L1** Width: 23 m Surface: Asphalt (Flexible) and Concrete (Rigid) Strength: PCR 190 / F / B / X / T and PCR 524 / R / B / W / U
		Aircraft Stand Taxilane J1 Width: 23 m Surface: Asphalt (Flexible) and Concrete (Rigid) Strength: PCR 3310 / F / B / X / T and PCR 715 / R / D / W / U	
3	Altimeter checkpoint location and elevation	Location: At the apron (Terminal 1 Main Apron) Elevation: 3 m (10 ft)	
4	VOR checkpoints	VOR: TWY B Holding Point: 113.1 MHz 203° 2.8 NM TWY D Holding Point: 113.1 MHz 205° 2.8 NM TWY E Holding Point: 113.1 MHz 205° 2.7 NM TWY J Holding Point: 113.1 MHz 207° 1.7 NM TWY K Holding Point: 113.1 MHz 208° 1.3 NM TWY N Holding Point: 113.1 MHz 205° 3.3 NM	
5	INS checkpoints	At the parking stands. (See AD 2-WBKK-2-3)	
6	Remarks	i. Taxiway F available day operation only. ii. For aircraft parking at Bay No 6, 6A and 6B, aircraft are allowed to taxi in via Taxiway J only. iii. Bay 4B is restricted for CODE C aircraft with wingspan 34.1 m and below only. iv. Apron at Terminal 2 will use only for cargo, VIP and private aviation.	

WBKK 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. Guide lines at apron. Nose-in guidance at aircraft stands.

2	RWY and TWY markings and LGT	RWY Markings: Runway designation, threshold, touchdown zone, centre line, aiming point, side stripe and transverse stripe markings. Arrow markings for displaced threshold at RWY 20. RWY LGT: Edge, threshold, end and wing bar lights. TWY Markings: Centre line, taxi side stripe, runway-holding position, Intermediate holding position and transverse stripe markings. VOR aerodrome checkpoint markings at taxiway B, D, E, J, K, N. TWY LGT: Centre line, edge and intermediate holding position lights. RETILs for TWY E & H
3	Stop bars	At runway holding positions - Red
4	Remarks	Any aircraft is strictly prohibited to hold at the Intermediate Holding Position (IHP) in front of the Fire Station as follows: a) Fire Station : IHP Between Taxiway F and Taxiway E This to ensure unobstructed access from the Fire Station for emergency vehicles, such as fire trucks and rescue teams during emergencies.

WBKK 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	
02 APCH 20 TKOF	NIL	-	WDI 11.6 m (38.1 ft) Lighted	055519.7N 1160238.3E	
20 APCH 02 TKOF	NIL	-	WDI 10.4 m (34.1 ft) Lighted	055638.0N 1160311.4E	
Elevation of Obstacles above Transitional, Inner Horizontal and Conical Surface					
RADAR ANTENNA MAST erected on top of Kepayan Ridge. 490 FT AMSL. Painted red and white and LGTD at night.			055638.7N 1160352.3E Inner Horizontal Surface		
AERIAL MAST, DIST 1553 M, BRG 062° FM THE RWY 20, HGT 480FT AMSL. Painted red and white and not LGTD.			055712.7N 1160402.3E Inner Horizontal Surface		
TRANSMISSION LINE TOWER, HGT 84 FT (25.6 M) AGL erected on top of Kepayan Ridge, elevation 266.7 FT (81.3 M) AMSL. Not painted or LGTD.			055706.7N 1160351.3E Inner Horizontal Surface		
ELEVATED WATER TANK, HGT 320 FT (97.5 M) AMSL.Painted red and white and not LGTD.			055830.7N 1160434.3E Inner Horizontal Surface		
Low range of HILLS to the East of airfield running North-South. Highest point 356 FT AMSL.			055700.0N 1160330.0E Inner Horizontal Surface		
RADAR ANTENNA MAST on top of Kepayan Ridge, HGT 359 FT AMSL. Painted red and white and lighted.			055638.7N 1160352.3E Inner Horizontal Surface		
HILL 330 FT AMSL			055708.0N 1160346.0E Inner Horizontal Surface		
HILL 240FT AMSL			055632.0N 1160319.0E Inner Horizontal Surface		
HILL 310FT AMSL			055900.0N 1160438.0E Conical Surface		
HILL 283FT AMSL			055633.0N 1160534.0E Conical Surface		
HILL 350FT AMSL			055225.0N 1160438.0E Conical Surface		

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	
HILL 450FT AMSL			055218.0N 1160411.0E Conical Surface		

WBKK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	AMO KOTA KINABALU
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	AMO KOTA KINABALU 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	S,U
8	Supplementary equipment available for providing information	Weather radar, Satellite pictures
9	ATS units provided with information	ACC and Control Tower with half-hourly weather report
10	Additional information (limitation of service, etc.)	TEL: +6088 - 413690, 413691 Telefax:+6088 - 413692, 413696

WBKK AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designation RWY NR	TRUE BRG	Dimension of RWY(M)	Strength (PCR) 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
02	22.92° T	3780 x 45	PCR 1000 / F / A / X / T Asphalt (Flexible)	Threshold Coordinates 055505.35N 1160235.35E Runway End Coordinates 055658.71N 1160323.22E GUND +48.2 m	THR ELEV: 4.2 m (13.8 ft) TDZ ELEV: 4.2 m (13.8 ft)
20	202.92° T	3780 x 45	PCR 1000 / F / A / X / T Asphalt (Flexible)	Threshold Coordinates 055650.60N 1160319.79E Runway End Coordinates 055505.35N 1160235.35E GUND +48.2 m	THR ELEV: 3.2 m (10.5 ft) TDZ ELEV: 3.2 m (10.5 ft)

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
0.025%	NIL	NIL	3900 x 280	Provided	RESA 220 m x 90 m
0.025%	NIL	NIL	3900 x 280	Provided	RWY 20 THR permanently displaced by 270 m. RESA 210 m x 90 m

WBKK AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)		TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2		3	4	5	6
	FROM	TORA				
02	THRESHOLD	3780	3780	3780	3780	NIL
	TWY G	1598	1598	1598	NIL	NIL
	TWY H	2428	2428	2428	NIL	NIL
	TWY J	2902	2902	2902	NIL	NIL
20	THRESHOLD	3780	3780	3780	3510	NIL
	TWY A	2441	2441	2441	2441	NIL
	TWY B	2871	2871	2871	2871	NIL
	TWY D	2871	2871	2871	2871	NIL
	TWY E	2320	2320	2320	2320	NIL

WBKK 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
02	CAT1 900M LIH	Green Green	PAPI Left & Right / Slope 3° 20.2 M (66.3 FT)	NIL	NIL	3780M, 60 M, Variable White/ Yellow, LIH	Red	NIL	NIL
20	CAT1 690M LIH	Green Green	PAPI Left & Right / Slope 3° 20.6M (67.6 FT)	NIL	NIL	3780M, 60M, Red/ Variable White/Yellow, LIH	Red	NIL	NIL

WBKK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operational	ABN: Available on top of Control Tower FLG White and Green 20 to 30 per minute. H24. IBN: NIL
2	LDI location and LGT Anemometer location and LGT	LDI: NIL Anemometer: At wind-direction indicator (WDI) RWY 02: 444 M from THR on left side, 90 M from RWY Centre line and lighted. RWY 20: 453 M from THR on right side, 90 M from RWY Centre line and lighted.

3	TWY edge and centre line lighting	TWY Edge Lights (Blue) - On All TWY Curve except TWY F TWY Centre line Lights (Green) - On All TWY except TWY F
4	Secondary power supply/switch-over time	Secondary power supply: Available Switch-over time: Maximum 15 seconds
5	Remarks	Apron Edge Lights - Blue Apron Lead-in-Light - Green

WBKK 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,	NIL
4	True BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	NIL

WBKK AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	KOTA KINABALU CTR Area within a circle of 20NM radius centred on VJN DVOR/DME site 055357.3N 1160202.3E
2	Vertical limits	SFC to 3 000 FT AMSL
3	Airspace classification	C
4	ATS unit call sign Language(s)	KINABALU RADAR English
5	Transition altitude	11 000FT AMSL
6	Remarks	NIL

WBKK AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	ID	Frequency	Hours of operation	Remarks
1	2	3	4	5
SMC	KINABALU GROUND	121.600 MHZ	H24	Aircraft to call Kinabalu Ground for start-up.
AD APP	KINABALU TOWER KINABALU RADAR	118.300 MHZ 119.100 MHZ		All IFR Departure must contact Kinabalu Radar after airborne unless instructed otherwise.
ACC	KINABALU RADAR	126.100 MHZ 128.300 MHZ 132.450 MHZ 128.750 MHZ(Secondary) 125.950 MHZ(Secondary)		Area of responsibility: TMA and Airways
FIC	KINABALU INFORMATION	133.300 MHZ	HJ	-
A/G	KINABALU RADIO	6825KHZ		-
ATIS	KINABALU TERMINAL INFORMATION	127.400 MHZ	H24	-

WBKK AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid	ID	Frequency	Hours of operation	Coordinates	DME Elevation	Remarks
1	2	3	4	5	6	7
RWY 02 ILS/LOC	IKKP	108.100 MHZ	H24	055707.71N 1160327.02E	7.65M 25FT	G/P: 3° slope DME co-located with G/P.
GP/DME		334.700 MHZ CH 18X		055516.75N 1160235.93E		
RWY 20 ILS/LOC	IKKD	111.100 MHZ		055456.37N 1160231.56E	8.38M	G/P: 3° slope DME located with G/P.
GP/DME		331.700 MHZ CH 48X		055642.48N 1160312.13E		
VOR/DME	VJN	113.100 MHZ		055357.3N 1160202.3E	21.03M 69FT	Power: 100W Coverage: 200NM

WBKK AD 2.20 LOCAL AEORDROME REGULATIONS

2.20.1 Local Flying Restrictions

2.20.1.1 Right hand circuit Runway 20.

2.20.1.2 Left hand circuit Runway 02.

2.20.2 Departing Aircraft Start Up and Push Back

2.20.2.1 To regulate. the movement of aircraft with respect to other aircraft on the apron, departing aircraft shall contact Kinabalu Ground on 121.6 MHz for start-up.

2.20.2.2 The pilot-in-command and aircraft marshallers shall be responsible for the safety of aircraft with respect to all other aircraft, vehicles, persons and other obstructions on the apron during docking, engine start-up, taxiing and also ensuring the appropriate blast zone behind the aircraft is clear during engine start-up. The safe distance for jet blast clearance is 100M or the space/distance of two parked aircraft. Aircraft shall be towed to attain the required jet blast clearance before start-up.

2.20.2.3 The pilot shall contact ATC for taxiing instruction prior to entering the manoeuvring area. Pilot shall request ATC Clearance 5 minutes before start-up. ATC Clearance shall be issued before push-back and start-up.

2.20.2.4 Pilot in command is required to obtain Air Traffic Control clearance before commencing start-up and push back.

2.20.2.5 Pilot should only request push back clearance when the aircraft is ready

2.20.2.6 On receipt of push back approval, push back must be completed within 2 minutes.If unable to comply, pilots should notify Air Traffic Control as soon as possible.

2.20.2.7 Push back delays may be expected when two or more aircraft are parked either adjacent to one another or close together.

2.20.2.8 Aircraft taxiing on the manoeuvring area will be regulated by ATC to achieve a safe and orderly flow with the application of taxiing clearance limits whenever necessary.

Note: *The first aircraft to taxi may not necessarily be the first aircraft to take-off as distances between aircraft stands and DEP RWY vary.*

2.20.2.9 Clearance to enter active runway and departure clearance shall be issued by the TWR on 118.3 MHz.

2.20.3 Arriving Aircraft Parking Arrangement.

2.20.3.1 Strictly no backtracking on the runway.

2.20.3.2 Arriving schedule aircraft will be allocated a Stand/Bay number by SMC.

2.20.3.3 Upon entering the apron, pilot shall look-out for marshaller to guide aircraft to the assigned parking stand or be guided by the VDGS. All arriving aircraft shall report to ATC upon marshaller in sight.

2.20.3.4 General Aviation aircraft will normally be allocated in remote bays at Bay 16, Bay 17, Bay 18 and Bay 19 at Terminal 1. Aircraft operator shall make their own arrangement if marshalling service is required.

2.20.3.5 General Restrictions

2.20.3.5.1 Bay 4B is restricted for CODE C aircraft with wingspan not more than 34.1 M.

2.20.3.5.2 If Bay 14B is in use for PIPO, no aircraft is allowed to be parked at Bay 14. Bay 14 and Bay 14A can be operational if both aircraft are parked at PIPB configuration.

2.20.3.5.3 Bay 14A and Bay 15 can be operational if both aircraft are parked at PIPB configuration.

2.20.3.5.4 If Bay 14A (PIPB) is in use, no PIPO operation is allowed at Bay 15A.

2.20.3.5.5 No PIPO allowed at Bay 16A if Bay 15 (PIPB) is occupied.

2.20.3.5.6 If Bay 16A is in operation, no aircraft is allowed to be parked at Bay 15 and Bay 15A.

2.20.3.5.7 For Bay 18 and 19, only one aircraft may be in motion at any given time. Simultaneous aircraft movement in these bays is prohibited.

2.20.3.5.8 No simultaneous aircraft movement is allowed in any adjacent bays either power-in, push back and power-out on the apron.

2.20.3.5.9 When Bay 1, Bay 2, Bay 3, Bay 4, Bay 5, Bay 6, Bay 21, Bay 14A, Bay 15 and Bay 16 is occupied, no aircraft is allowed to be parked at Bay 1A, Bay 1B, Bay 2A, Bay 2B, Bay 3A, Bay 3B, Bay 4A, Bay 4B, Bay 5A, Bay 5B, Bay 6A, Bay 6B, Bay 21A, Bay 21B, Bay 14B, Bay 15A, Bay 16A and vice versa.

2.20.3.5.10 If Bay 33 is in operation (Aircraft Code D), no aircraft is allowed to be parked at Bay 32 and Bay 34.

2.20.4 Removal of Aircraft

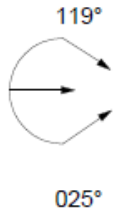
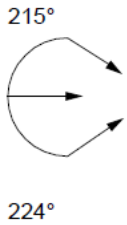
2.20.4.1 Removal of a crashed / disable aircraft is the responsibility of the airport operator and the aircraft owner or operator. In the case of a reportable accident, the permission of the Chief Inspector, Air Accidents Investigation Bureau (AAIB), Ministry of Transport is required prior to the removal

WBKK AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

WBKK AD 2.22 FLIGHT PROCEDURES

2.22.1 DME Arrival Procedures For Kota Kinabalu International Airport.

MAGNETIC TRACK OR SECTOR	NAVAID	DME CHECK POINT	MNM IFR EN-ROUTE ALTITUDE	AFTER Passing ..... DME/VJN DESCEND to ..... FT on QNH	REMARKS
	VJN	Not Required	9500 FT	30 13 6 2 ↓ ↓ ↓ ↓ 4500 2400 1500 1200	Missed Approach : Climb 022° to 1500FT turn left and track to IKONO Hold climb to 4000FT or as directed by ATC
202°	VJN	Not Required	4000 FT	30 10 ↓ ↓ 3000 1300	Missed Approach Climb 202° to 1500FT, turn right and track to IKONO Hold climb to 4000FT or as directed by ATC.
	VJN	Not Required	9500 FT	31 24 16 ↓ ↓ ↓ 8000 6500 5000	Continue to overhead VOR/DME Hold. Make VOR/DME Approach or as directed by ATC.
271°	VJN	Not Required	11500 FT	33 23 11 9 ↓ ↓ ↓ ↓ 11500 8500 6000 5000	Continue to Overhead VOR/ DME Hold. Make VOR/DME Approach OR as directed by ATC.
349°	VJN	Not Required	6500 FT	11 8 5 ↓ ↓ ↓ 6000 5000 3000	Missed Approach Climb on 022° to 1500FT, turn left and track to IKONO Hold climb to 4000FT or as directed by ATC.

2.22.2 Change of Frequency in Departing Aircraft.

2.22.2.1 Unless otherwise specified by ATC, all IFR departures shall contact “Kinabalu Director” on 119.1MHZ as soon as practicable after airborne.

2.22.3 PROCEDURES FOR VFR FLIGHTS WITHIN KINABALU CONTROL ZONE

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

2.22.3.2 All VFR light aircraft and helicopters departing / arriving at the airport and transiting through the Control Zone shall operate via the VFR routes as instructed by ATC. Any deviation from the VFR routes must obtain prior clearance from ATC.

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

WBKK AD 2.23 ADDITIONAL INFORMATION

2.23.1 Released Of Radio Sonde

A white balloon 8 to 10FT diameter with radio sonde equipped attached will be released at 0555.8N 11605.0E to a maximum height 130 000FT between 0001 to 0300 and 1200 to 1500 UTC. Rate of ascent 1000FT per minute.

2.23.2 Presence Of Birds In The Vicinity Of Airport

Presence of birds within the vicinity of the airport. Pilots to exercise caution during Landing and take-off.

2.23.3 Parasailing

Parasailing activity at the Western side of the RWY. SL – 500FT. Pilots to exercise caution.

2.23.4. Sapangar Helicopter Training area established at 2NM radius of 060450N 1160616E. SL to 300FT.

2.23.5. Aiming point marking is located 400 M from threshold RWY 02 and is not coincident with the PAPI slope origin.

2.23.6. All aircfaft are not allowed to make locked wheel turn on the runway.

WBKK AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
AERODROME/HELIPORT CHART (WBKK) - ICAO	AD 2-WBKK-2-1
AIRCRAFT PARKING/DOCKING CHART (WBKK) - ICAO	AD 2-WBKK-2-3
AIRCRAFT PARKING/DOCKING CHART (WBKK) - ICAO TABULAR 1	AD 2-WBKK-2-4
AIRCRAFT PARKING/DOCKING CHART (WBKK) - ICAO TABULAR 2	AD 2-WBKK-2-5
AIRCRAFT PARKING/DOCKING CHART (WBKK) - ICAO TABULAR 3	AD 2-WBKK-2-6
AERODROME GROUND MOVEMENT CHART (WBKK) - ICAO	AD 2-WBKK-2-7
AERODROME OBSTACLE CHART - ICAO - TYPE A	AD 2-WBKK-3-1
KOTA KINABALU CONTROL ZONE CHART	AD 2-WBKK-4-1
OVERHEAD HOLDING AREAS (VOR & LOCATOR) & VOR.DME HOLDING AREAS	AD 2-WBKK-4-3
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO	AD 2-WBKK-4-5
STANDARD RADAR DEPARTURE - ICAO - RWY 02/20 RADAR TWO DEPARTURE	AD 2-WBKK-6-1
STANDARD DEPARTURE CHART - ICAO - RWY 02 DEPARTURES (LEFT TURN) RNAV 1	AD 2-WBKK-6-3
STANDARD DEPARTURE CHART - ICAO - RWY 02 DEPARTURES (LEFT TURN) (TABULAR 1)	AD 2-WBKK-6-4
STANDARD DEPARTURE CHART - ICAO - RWY 02 DEPARTURES (LEFT TURN) (TABULAR 2)	AD 2-WBKK-6-5
STANDARD DEPARTURE CHART - ICAO - RWY 02 DEPARTURES (RIGHT/LEFT TURN) RNAV 1	AD 2-WBKK-6-7
STANDARD DEPARTURE CHART - ICAO - RWY 02 DEPARTURES (RIGHT/LEFT TURN) (TABULAR 1)	AD 2-WBKK-6-8
STANDARD DEPARTURE CHART - ICAO - RWY 02 DEPARTURES (RIGHT/LEFT TURN) (TABULAR 2)	AD 2-WBKK-6-9
STANDARD DEPARTURE CHART - ICAO - RWY 20 DEPARTURES (RIGHT TURN) RNAV 1	AD 2-WBKK-6-11
STANDARD DEPARTURE CHART - ICAO - RWY 20 DEPARTURES (RIGHT TURN) (TABULAR 1)	AD 2-WBKK-6-12
STANDARD DEPARTURE CHART - ICAO - RWY 20 DEPARTURES (RIGHT TURN) (TABULAR 2)	AD 2-WBKK-6-13
STANDARD DEPARTURE CHART - ICAO - RWY 20 DEPARTURES (LEFT TURN) RNAV 1	AD 2-WBKK-6-15
STANDARD DEPARTURE CHART - ICAO - RWY 20 DEPARTURES (LEFT TURN) (TABULAR 1)	AD 2-WBKK-6-16
STANDARD DEPARTURE CHART - ICAO - RWY 02 (VOR/DME) ADLEX 1J	AD 2-WBKK-6-17
STANDARD DEPARTURE CHART - ICAO - RWY 02 (VOR/DME) ADLEX 1J (TABULAR 1)	AD 2-WBKK-6-18
STANDARD DEPARTURE CHART - ICAO - RWY 02 (VOR/DME) ENBAX 1J	AD 2-WBKK-6-19
STANDARD DEPARTURE CHART - ICAO - RWY 02 (VOR/DME) ENBAX 1J (TABULAR 1)	AD 2-WBKK-6-20
STANDARD DEPARTURE CHART - ICAO - RWY 20 (VOR/DME) ADLEX 1K	AD 2-WBKK-6-21
STANDARD DEPARTURE CHART - ICAO - RWY 20 (VOR/DME) ADLEX 1K (TABULAR 1)	AD 2-WBKK-6-22
STANDARD DEPARTURE CHART - ICAO - RWY 20 (VOR/DME) ENBAX 1K	AD 2-WBKK-6-23
STANDARD DEPARTURE CHART - ICAO - RWY 20 (VOR/DME) ENBAX 1K (TABULAR 1)	AD 2-WBKK-6-24
STANDARD ARRIVAL CHART - ICAO - RWY 20 ARRIVALS (WEST) (RNAV 1) ADLEX 1A	AD 2-WBKK-7-1
STANDARD ARRIVAL CHART - ICAO - RWY 20 ARRIVALS (WEST) (RNAV 1) ADLEX 1A (TABULAR 1)	AD 2-WBKK-7-2
STANDARD ARRIVAL CHART - ICAO - RWY 20 ARRIVALS (WEST) (RNAV 1) ADLEX 1A (TABULAR 2)	AD 2-WBKK-7-3
STANDARD ARRIVAL CHART - ICAO - RWY 20 ARRIVALS (EAST) (RNAV 1) ELADO 2A	AD 2-WBKK-7-5
STANDARD ARRIVAL CHART - ICAO - RWY 20 ARRIVALS (EAST) (RNAV 1) ELADO 2A (TABULAR 1)	AD 2-WBKK-7-6
STANDARD ARRIVAL CHART - ICAO - RWY 20 ARRIVALS (EAST) (RNAV 1) ELADO 2A (TABULAR 2)	AD 2-WBKK-7-7
STANDARD ARRIVAL CHART - ICAO - RWY 02 ARRIVALS (WEST) (RNAV 1) ELADO 2C	AD 2-WBKK-7-9
STANDARD ARRIVAL CHART - ICAO - RWY 02 ARRIVALS (WEST) (RNAV 1) ELADO 2C (TABULAR 1)	AD 2-WBKK-7-10
STANDARD ARRIVAL CHART - ICAO - RWY 02 ARRIVALS (WEST) (RNAV 1) ELADO 2C (TABULAR 2)	AD 2-WBKK-7-11
STANDARD ARRIVAL CHART - ICAO - RWY 02 ARRIVALS (EAST) (RNAV 1) ENBAX 1B	AD 2-WBKK-7-13
STANDARD ARRIVAL CHART - ICAO - RWY 02 ARRIVALS (EAST) (RNAV 1) (TABULAR 1)	AD 2-WBKK-7-14
STANDARD ARRIVAL CHART - ICAO - RWY 02 ARRIVALS (EAST) (RNAV 1) ENBAX 1B (TABULAR 2)	AD 2-WBKK-7-15
STANDARD ARRIVAL CHART - ICAO - RWY 02 (VOR/DME) ADLEX 1D	AD 2-WBKK-7-17
STANDARD ARRIVAL CHART - ICAO - RWY 02 (VOR/DME) ADLEX 1D (TABULAR 1)	AD 2-WBKK-7-18
STANDARD ARRIVAL CHART - ICAO - RWY 02 (VOR/DME) ENBAX 1D	AD 2-WBKK-7-19
STANDARD ARRIVAL CHART - ICAO - RWY 02 (VOR/DME) ENBAX 1D (TABULAR 1)	AD 2-WBKK-7-20
STANDARD ARRIVAL CHART - ICAO - RWY 20 (VOR/DME) ADLEX 1E	AD 2-WBKK-7-21
STANDARD ARRIVAL CHART - ICAO - RWY 20 (VOR/DME) ADLEX 1E (TABULAR 1)	AD 2-WBKK-7-22
STANDARD ARRIVAL CHART - ICAO - RWY 20 (VOR/DME) ENBAX 1E	AD 2-WBKK-7-23
STANDARD ARRIVAL CHART - ICAO - RWY 20 (VOR/DME) ENBAX 1E (TABULAR 1)	AD 2-WBKK-7-24

Chart name	Page
INSTRUMENT APPROACH CHART - ICAO - RWY 02 ILS Y (FROM OVERHEAD VOR DME VJN)	AD 2-WBKK-8-1
INSTRUMENT APPROACH CHART - ICAO - RWY 02 ILS Z OR LOC Z	AD 2-WBKK-8-3
INSTRUMENT APPROACH CHART - ICAO - RWY 02 VOR Z	AD 2-WBKK-8-5
INSTRUMENT APPROACH CHART - ICAO - RWY 02 VOR Y	AD 2-WBKK-8-7
INSTRUMENT APPROACH CHART - ICAO - RWY 20 ILS Z OR LOC Z	AD 2-WBKK-8-9
INSTRUMENT APPROACH CHART - ICAO - RWY 20 ILS Y OR LOC Y	AD 2-WBKK-8-11
INSTRUMENT APPROACH CHART - ICAO - RWY 20 VOR Z	AD 2-WBKK-8-13
INSTRUMENT APPROACH CHART - ICAO - RWY 20 VOR Y	AD 2-WBKK-8-15
INSTRUMENT APPROACH CHART - ICAO - RWY 02 RNP Y	AD 2-WBKK-8-17
INSTRUMENT APPROACH CHART - ICAO - RWY 02 RNP Y (TABULAR 1)	AD 2-WBKK-8-18
INSTRUMENT APPROACH CHART - ICAO - RWY 20 RNP Y	AD 2-WBKK-8-19
INSTRUMENT APPROACH CHART - ICAO - RWY 20 RNP Y (TABULAR 1)	AD 2-WBKK-8-20
INSTRUMENT APPROACH CHART - ICAO - RWY 02 RNP Z (AR)	AD 2-WBKK-8-21
INSTRUMENT APPROACH CHART - ICAO - RWY 02 RNP Z (AR) (TABULAR 1)	AD 2-WBKK-8-22
INSTRUMENT APPROACH CHART - ICAO - RWY 02 RNP Z (AR) (TABULAR 2)	AD 2-WBKK-8-23
INSTRUMENT APPROACH CHART - ICAO - RWY 02 RNP Z (AR) (TABULAR 3)	AD 2-WBKK-8-24
INSTRUMENT APPROACH CHART - ICAO - RWY 02 RNP Z (AR) (TABULAR 4)	AD 2-WBKK-8-25
INSTRUMENT APPROACH CHART - ICAO - RWY 20 RNP Z (AR)	AD 2-WBKK-8-27
INSTRUMENT APPROACH CHART - ICAO - RWY 20 RNP Z (AR) (TABULAR 1)	AD 2-WBKK-8-28
INSTRUMENT APPROACH CHART - ICAO - RWY 20 RNP Z (AR) (TABULAR 2)	AD 2-WBKK-8-29
INSTRUMENT APPROACH CHART - ICAO - RWY 20 RNP Z (AR) (TABULAR 3)	AD 2-WBKK-8-30

AERODROME/HELIPORT CHART - ICAO

05° 55' 55"N
116° 03' 01"E

ELEV 4 m

TWR 118.3
SMC 121.6
ATIS 127.4

KOTA KINABALU/KOTA KINABALU INTERNATIONAL AIRPORT

RWY	DIRECTION	THR	BEARING STRENGTH
02	023°	05° 55' 05.35" N 116° 02' 35.35" E	PCR 1000/F/A/X/T ASPHALT
20	203°	05° 56' 50.60" N 116° 03' 19.79" E	

HOT SPOTS

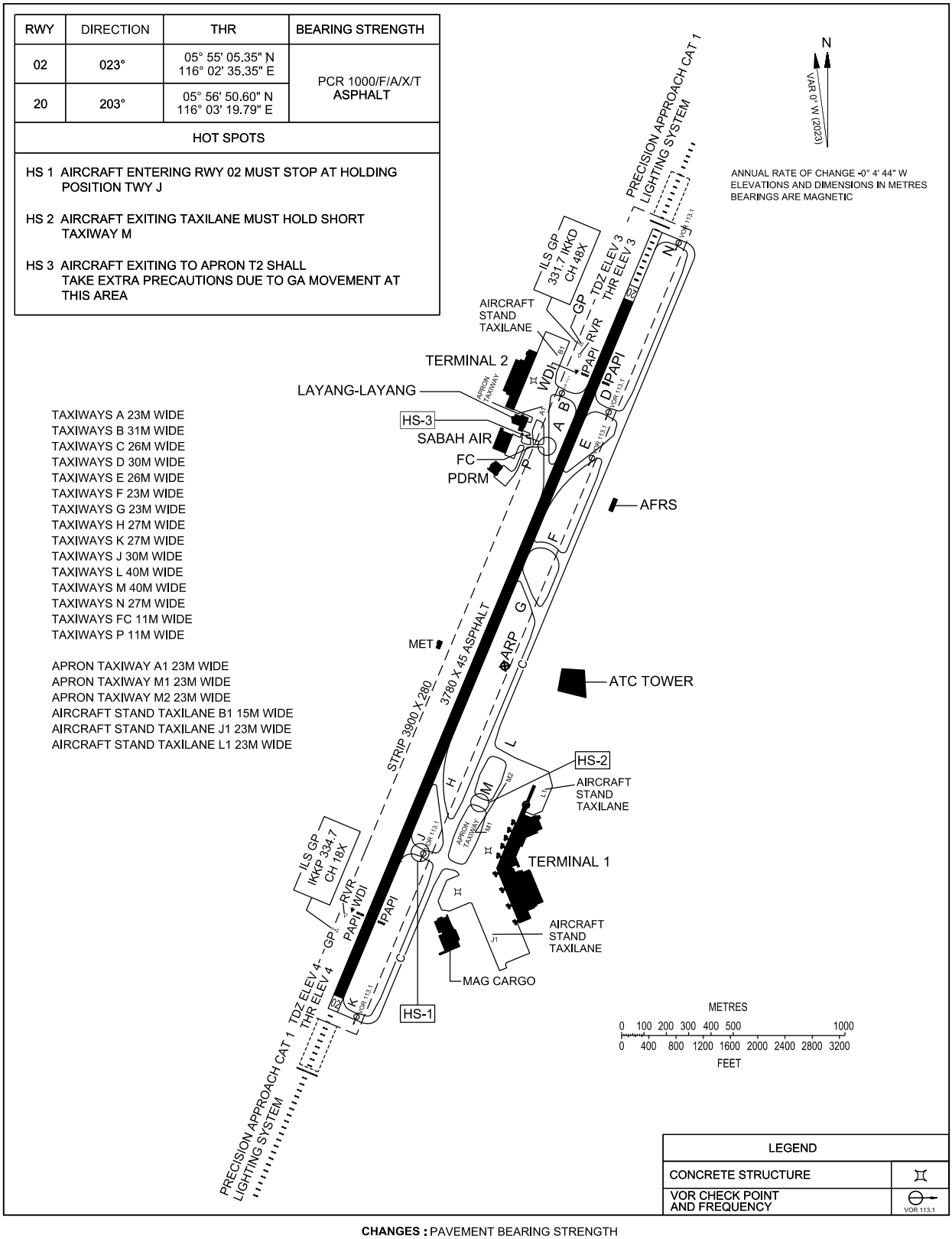
HS 1 AIRCRAFT ENTERING RWY 02 MUST STOP AT HOLDING POSITION TWY J

HS 2 AIRCRAFT EXITING TAXILANE MUST HOLD SHORT TAXIWAY M

HS 3 AIRCRAFT EXITING TO APRON T2 SHALL TAKE EXTRA PRECAUTIONS DUE TO GA MOVEMENT AT THIS AREA

TAXIWAYS A 23M WIDE
TAXIWAYS B 31M WIDE
TAXIWAYS C 26M WIDE
TAXIWAYS D 30M WIDE
TAXIWAYS E 26M WIDE
TAXIWAYS F 23M WIDE
TAXIWAYS G 23M WIDE
TAXIWAYS H 27M WIDE
TAXIWAYS K 27M WIDE
TAXIWAYS J 30M WIDE
TAXIWAYS L 40M WIDE
TAXIWAYS M 40M WIDE
TAXIWAYS N 27M WIDE
TAXIWAYS FC 11M WIDE
TAXIWAYS P 11M WIDE

APRON TAXIWAY A1 23M WIDE
APRON TAXIWAY M1 23M WIDE
APRON TAXIWAY M2 23M WIDE
AIRCRAFT STAND TAXILANE B1 15M WIDE
AIRCRAFT STAND TAXILANE J1 23M WIDE
AIRCRAFT STAND TAXILANE L1 23M WIDE



CHANGES : PAVEMENT BEARING STRENGTH

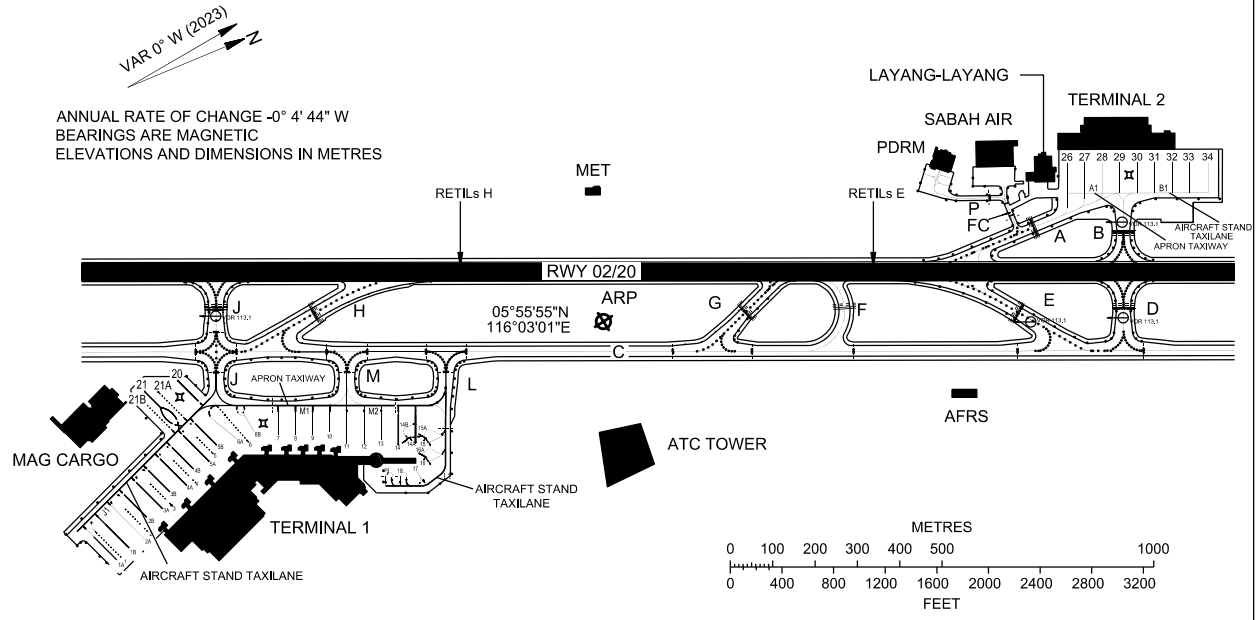
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AIRCRAFT PARKING/ DOCKING CHART - ICAO

APRON ELEV
3 m

TWR	118.3
SMC	121.6
ATIS	127.4

KOTA KINABALU/KOTA KINABALU INTERNATIONAL AIRPORT



TAXIWAYS A 23M WIDE PCR 1530/F/B/X/T (ASPHALT)
TAXIWAYS B 31M WIDE PCR 1080/F/B/X/T (ASPHALT)
TAXIWAYS C 26M WIDE PCR 730/F/B/X/T (ASPHALT)
TAXIWAYS D 30M WIDE PCR 1150/F/B/X/T (ASPHALT)
TAXIWAYS E 26M WIDE PCR 1280/F/B/X/T (ASPHALT)
TAXIWAYS F 23M WIDE PCR 1580/F/A/X/T (ASPHALT)
TAXIWAYS G 23M WIDE PCR 4920/F/A/X/T (ASPHALT)
TAXIWAYS H 27M WIDE PCN 1260/F/A/X/T (ASPHALT)
TAXIWAYS K 27M WIDE PCN 2010/F/A/X/T (ASPHALT)
TAXIWAYS J 30M WIDE PCN 1040/F/B/X/T (ASPHALT)
TAXIWAYS L 40M WIDE PCR 3780/F/A/X/T (ASPHALT)
TAXIWAYS M 40M WIDE PCR 990/F/B/X/T (ASPHALT)
TAXIWAYS N 27M WIDE PCR 840/F/B/X/T (ASPHALT)
TAXIWAYS FC 11M WIDE PCR 33/F/C/Y/U (ASPHALT)
TAXIWAY P 11M WIDE PCR 33/F/C/Y/U (ASPHALT)

APRON TAXIWAY A1 23M WIDE PCR 1380/F/B/X/T (ASPHALT),
AND PCR 524/R/B/W/U (CONCRETE)
APRON TAXIWAY M1 23M WIDE PCR 910/F/B/X/T (ASPHALT),
AND PCR 524/R/B/W/U (CONCRETE)
APRON TAXIWAY M2 23M WIDE PCR 570/F/B/X/T (ASPHALT)
AIRCRAFT STAND TAXILANE B1 15M WIDE PCR 1380/F/B/X/T (ASPHALT),
AND PCR 524/R/B/W/U (CONCRETE)
AIRCRAFT STAND TAXILANE J1 23M WIDE PCR 3310/F/B/X/T (ASPHALT),
AND PCR 715/R/D/W/U (CONCRETE)
AIRCRAFT STAND TAXILANE L1 23M WIDE PCR 190/F/B/X/T (ASPHALT),
AND PCR 524/R/D/W/U (CONCRETE)

AIRCRAFT STANDS 2 TO 8 FMT APIS +++ EQUIPPED

LEGEND	
CONCRETE STRUCTURE	
RUNWAY-HOLDING POSITION	
INTERMEDIATE HOLDING POSITION	
TAXIWAY LIGHT	
VOR CHECK POINT AND FREQUENCY	VOR 113,1

CHANGES : PAVEMENT BEARING STRENGTH

AIRCRAFT PARKING/ DOCKING CHART - ICAO

APRON ELEV
3 m

KOTA KINABALU/KOTA KINABALU INTERNATIONAL AIRPORT

AIRCRAFT PARKING/DOCKING POSITION (TERMINAL 1)

INS	COORDINATES FOR AIRCRAFT STANDS		SURFACE & STRENGTH	AIRCRAFT TYPE
1	05° 55' 14.15" N	116° 03' 3.01" E	PCR 1040/R/B/W/T PCR 518/F/B/W/U	B744
1A	05° 55' 13.68" N	116° 03' 2.84" E	PCR 980/R/B/W/T PCR 410/F/B/W/U	B738, A320, A319, AT76
1B	05° 55' 14.93" N	116° 03' 2.39" E	PCR 1030/R/B/W/T PCR 410/F/B/W/U	B738, A320, A319, AT76
2	05° 55' 16.76" N	116° 03' 1.87" E	PCR 1240/R/B/W/T PCR 658/F/B/W/U	B772, B744, B764, B753, A303, A333, B789, A306
2A	05° 55' 16.29" N	116° 03' 2.26" E	PCR 1140/R/B/W/T PCR 524/F/B/W/U	B738, A319, A320, A321, A21N, AT76
2B	05° 55' 17.27" N	116° 03' 1.17" E	PCR 1060/R/B/W/T PCR 475/F/B/W/U	B738, A320, A319, A321, AT76
3	05° 55' 19.28" N	116° 03' 0.79" E	PCR 1230/R/B/W/T PCR 658/F/B/W/U	B772, B764, B744, A359, A343, A333, B784, A306, B753
3A	05° 55' 18.74" N	116° 03' 1.27" E	PCR 1020/R/B/W/T PCR 524/F/B/W/U	B738, B38M, A320, A21N, AT76
3B	05° 55' 19.71" N	116° 03' 0.18" E	PCR 1270/R/B/W/T PCR 475/F/B/W/U	B738, B38M, A320, A319, A321, AT76
4	05° 55' 21.62" N	116° 02' 59.84" E	PCR 1070/R/B/W/T PCR 658/F/B/W/U	B772, B764, B744, A359, A343, A333, B789, A306, B753
4A	05° 55' 21.11" N	116° 03' 0.15" E	PCR 890/R/C/W/T PCR 475/F/B/W/U	B738, A320, A321, AT76
4B	05° 55' 22.06" N	116° 02' 59.08" E	PCR 980/R/B/W/T PCR 475/F/B/W/U	B738, A320, A319, A321 (wingspan not more than 34.1m)
5	05° 55' 23.96" N	116° 02' 58.88" E	PCR 1010/R/B/W/T PCR 658/F/B/W/U	B772, B764, B744, A343, A333, B789, A306, B753
5A	05° 55' 23.49" N	116° 02' 59.19" E	PCR 1000/R/B/W/T PCR 524/F/B/W/U	B738, A320, A321
5B	05° 55' 24.48" N	116° 02' 58.13" E	PCR 960/R/B/W/T PCR 410/F/B/W/U	B738
6	05° 55' 26.73" N	116° 02' 59.02" E	PCR 860/R/B/W/T PCR 590/F/B/W/U	B763, A332, B753, A306
6A	05° 55' 26.41" N	116° 02' 58.84" E	PCR 1120/R/B/W/T PCR 524/F/B/W/U	B738, A320, A321, AT76
6B	05° 55' 27.47" N	116° 02' 58.70" E	PCR 830/R/B/W/T PCR 524/F/B/W/U	B738, A320, A321
7	05° 55' 28.53" N	116° 02' 59.82" E	PCR 1190/R/B/W/T PCR 524/F/B/W/U	B738, A320, A21N, A319
8	05° 55' 29.74" N	116° 03' 0.34" E	PCR 2090/R/B/W/T PCR 524/F/B/W/U	B738, A320, A21N, A319
9	05° 55' 31.04" N	116° 03' 0.64" E	PCR 2590/R/B/W/T PCR 410/F/B/W/U	A320, B738, A319
10	05° 55' 32.26" N	116° 03' 1.15" E	PCR 1990/R/B/W/T PCR 410/F/B/W/U	A320, B738, A319
11	05° 55' 33.47" N	116° 03' 1.67" E	PCR 1210/R/B/W/T PCR 410/F/B/W/U	A320, AT75, B738, A319

CHANGES : PAVEMENT BEARING STRENGTH

AIRCRAFT PARKING/ DOCKING CHART - ICAO

APRON ELEV
3 m

KOTA KINABALU/KOTA KINABALU INTERNATIONAL AIRPORT

AIRCRAFT PARKING/DOCKING POSITION (TERMINAL 1)

INS COORDINATES FOR AIRCRAFT STANDS			SURFACE & STRENGTH	AIRCRAFT TYPE
12	05° 55' 34.69" N	116° 03' 2.18" E	PCR 1120/R/B/W/T PCR 410/F/B/W/U	A320, AT76, B738, A319
13	05° 55' 35.90" N	116° 03' 2.69" E	PCR 1290/R/B/W/T PCR 410/F/B/W/U	AT75, B738, A320, A319
14	05° 55' 37.11" N	116° 03' 3.16" E	PCR 1010/R/B/W/T PCR 410/F/B/W/U	AT76, B738, A320, A319
14A	05° 55' 38.39" N	116° 03' 3.53" E	PCR 1400/R/B/W/T PCR 410/F/B/W/U	AT76, B738, A320, A319
14B	05° 55' 38.14" N	116° 03' 3.01" E	PCR 1400/R/B/W/T PCR 116/F/B/W/U	AT76
15	05° 55' 38.66" N	116° 03' 3.96" E	PCR 920/R/C/W/T PCR 410/F/B/W/U	AT76, B738, A320, A319
15A	05° 55' 39.24" N	116° 03' 3.50" E	PCR 920/R/C/W/T PCR 116/F/B/W/U	AT76
16	05° 55' 38.09" N	116° 03' 5.31" E	PCR 1050/R/C/W/T PCR 410/F/B/W/U	AT76, B738, A320, A319
16A	05° 55' 38.68" N	116° 03' 4.85" E	PCR 1050/R/C/W/T PCR 116/F/B/W/U	AT76
17	05° 55' 37.59" N	116° 03' 5.34" E	PCR 340/F/C/W/T	AT76
18	05° 55' 36.85" N	116° 03' 5.31" E	PCR 380/F/C/W/T	DHC6
19	05° 55' 35.82" N	116° 03' 4.88" E	PCR 320/F/C/W/T	DHC6
20	05° 55' 23.44" N	116° 02' 52.01" E	PCR 1350/R/B/W/T	A320, AT76, B738, A319
21	05° 55' 20.75" N	116° 02' 51.77" E	PCR 1420/R/B/W/T	A346, B77W, A333, B789, B753, B764
21A	05° 55' 21.71" N	116° 02' 52.24" E	PCR 930/R/B/W/T	A320, AT76, B738, A319
21B	05° 55' 20.49" N	116° 02' 52.73" E	PCR 880/R/B/W/T	A320, AT76, B738, A319

CHANGES : PAVEMENT BEARING STRENGTH

AIRCRAFT PARKING/ DOCKING CHART - ICAO

APRON ELEV
3 m

KOTA KINABALU/KOTA KINABALU INTERNATIONAL AIRPORT

AIRCRAFT PARKING/DOCKING POSITION (TERMINAL 2)

INS COORDINATES FOR AIRCRAFT STANDS			SURFACE & STRENGTH	AIRCRAFT TYPE
26	05° 56' 33.14" N	116° 03' 2.96" E	PCR 840/R/B/W/T PCR 410/F/B/W/U	A320, B738
27	05° 56' 34.38" N	116° 03' 3.49" E	PCR 780/R/B/W/T PCR 410/F/B/W/U	A320, B738
28	05° 56' 35.62" N	116° 03' 4.01" E	PCR 720/R/B/W/T PCR 410/F/B/W/U	A320, B738
29	05° 56' 35.85" N	116° 03' 4.53" E	PCR 850/R/B/W/T PCR 410/F/B/W/U	A320, B738
30	05° 56' 38.09" N	116° 03' 5.06" E	PCR 910/R/B/W/T PCR 410/F/B/W/U	A320, B738
31	05° 56' 39.33" N	116° 03' 5.58" E	PCR 720/R/B/W/T PCR 410/F/B/W/U	A320, B738
32	05° 56' 40.57" N	116° 03' 6.10" E	PCR 800/R/B/W/T PCR 410/F/B/W/U	A320, B738
33	05° 56' 41.87" N	116° 03' 6.49" E	PCR 770/R/B/W/T PCR 410/F/B/W/U	A320, B738 B762
34	05° 56' 43.11" N	116° 03' 7.02" E	PCR 740/R/B/W/T PCR 410/F/B/W/U	A320, B738

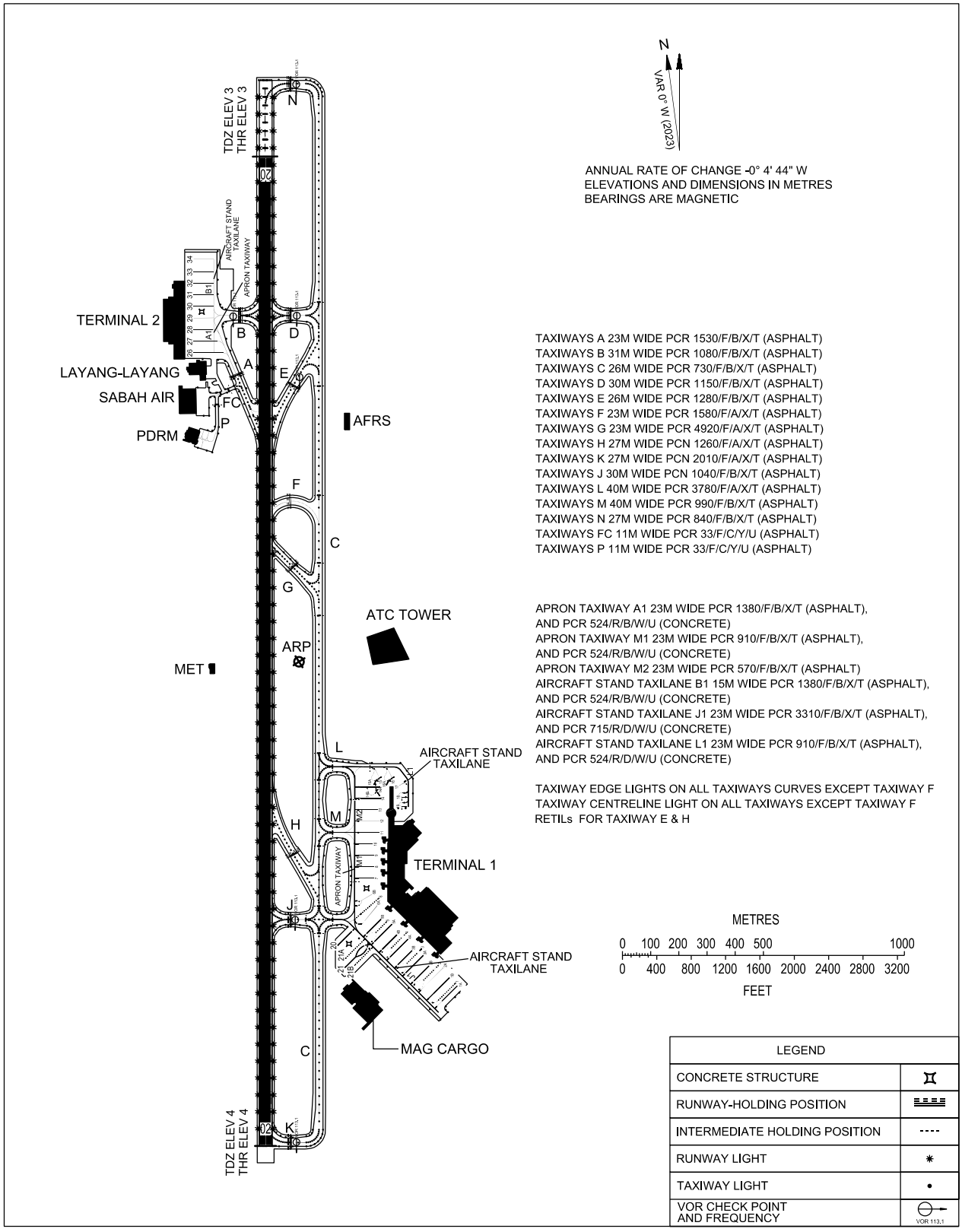
CHANGES : PAVEMENT BEARING STRENGTH

AERODROME GROUND MOVEMENT CHART - ICAO

ELEV 3 m

TWR 118.3
SMC 121.6
ATIS 127.4

KOTA KINABALU/KOTA KINABALU INTERNATIONAL AIRPORT



CHANGES : PAVEMENT BEARING STRENGTH

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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	Inconsistent interval distance of approach lighting for Runway 14 from Row No. 10 to Row No. 15
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

WBKS AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
AERODROME/HELIPORT CHART (WBKS) - ICAO	AD 2-WBKS-2-1
AIRCRAFT PARKING/DOCKING CHART (WBKS) - ICAO	AD 2-WBKS-2-3
AERODROME GROUND MOVEMENT CHART (WBKS) - ICAO	AD 2-WBKS-2-5
SANDAKAN CONTROL ZONE AND HOLDING AREAS	AD 2-WBKS-4-1
STANDARD DEPARTURE CHART - ICAO - RWY 26 KUDAT 1A	AD 2-WBKS-6-1
STANDARD DEPARTURE CHART - ICAO - RWY 08 KUDAT 1D BELDA 1D AKMAR 1D ANKOD 1D LAHAD 1D	AD 2-WBKS-6-3
STANDARD DEPARTURE CHART - ICAO - RWY 08 KUDAT 1D BELDA 1D AKMAR 1D ANKOD 1D LAHAD 1D (TABULAR 1)	AD 2-WBKS-6-4
STANDARD DEPARTURE CHART - ICAO - RWY 08 RNAV KUDAT 1B BELDA 1B AKMAR 1B ANKOB 1B LAHAD 1B	AD 2-WBKS-6-5
STANDARD DEPARTURE CHART - ICAO - RWY 08 RNAV KUDAT 1B BELDA 1B AKMAR 1B ANKOB 1B LAHAD 1B (TABULAR 1)	AD 2-WBKS-6-6
STANDARD DEPARTURE CHART - ICAO - RWY 08 RNAV KUDAT 1B BELDA 1B AKMAR 1B ANKOB 1B LAHAD 1B (TABULAR 2)	AD 2-WBKS-6-7
STANDARD ARRIVAL CHART - ICAO - RWY 08 VOR/DME ARC KUDAT 1H BELDA 1H AKMAR 1H ANKOB 1H LAHAD 1H	AD 2-WBKS-7-1
STANDARD ARRIVAL CHART - ICAO - RWY 08 VOR/DME ARC KUDAT 1H BELDA 1H AKMAR 1H ANKOB 1H LAHAD 1H (TABULAR 1)	AD 2-WBKS-7-2
STANDARD ARRIVAL CHART - ICAO - RWY 08 RNAV KUDAT 1F BELDA 1F AKMAR 1F ANKOD 1F LAHAD 1F	AD 2-WBKS-7-3
STANDARD ARRIVAL CHART - ICAO - RWY 08 RNAV KUDAT 1F BELDA 1F AKMAR 1F ANKOD 1F LAHAD 1F (TABULAR 1)	AD 2-WBKS-7-4
STANDARD ARRIVAL CHART - ICAO - RWY 08 RNAV KUDAT 1F BELDA 1F AKMAR 1F ANKOD 1F LAHAD 1F (TABULAR 2)	AD 2-WBKS-7-5
INSTRUMENT APPROACH CHART - ICAO - RWY 08 ILS Z OR LOC Z	AD 2-WBKS-8-1
INSTRUMENT APPROACH CHART - ICAO - RWY 08 ILS Z OR LOC Z (TABULAR 1)	AD 2-WBKS-8-2
INSTRUMENT APPROACH CHART - ICAO - RWY 08 ILS Y OR LOC Y	AD 2-WBKS-8-3
INSTRUMENT APPROACH CHART - ICAO - RWY 08 ILS Y OR LOC Y (TABULAR 1)	AD 2-WBKS-8-4
INSTRUMENT APPROACH CHART - ICAO - RWY 08 VOR/DME Z	AD 2-WBKS-8-5
INSTRUMENT APPROACH CHART - ICAO - RWY 08 VOR/DME Z (TABULAR 1)	AD 2-WBKS-8-6
INSTRUMENT APPROACH CHART - ICAO - RWY 08 VOR/DME Y	AD 2-WBKS-8-7
INSTRUMENT APPROACH CHART - ICAO - RWY 08 VOR/DME Y (TABULAR 1)	AD 2-WBKS-8-8
INSTRUMENT APPROACH CHART - ICAO - RWY 08 RNP Y	AD 2-WBKS-8-9
INSTRUMENT APPROACH CHART - ICAO - RWY 08 RNP Y (TABULAR 1)	AD 2-WBKS-8-10
INSTRUMENT APPROACH CHART - ICAO - RWY 08 RNP Y (TABULAR 2)	AD 2-WBKS-8-11
INSTRUMENT APPROACH CHART - ICAO - RWY 26 VOR/DME	AD 2-WBKS-8-13
INSTRUMENT APPROACH CHART - ICAO - RWY 26 VOR (CAT A & B)	AD 2-WBKS-8-15
INSTRUMENT APPROACH CHART - ICAO - RWY 26 VOR (CAT C & D)	AD 2-WBKS-8-17
INSTRUMENT APPROACH CHART - ICAO - RWY 26 RNP Z (AR)	AD 2-WBKS-8-19
INSTRUMENT APPROACH CHART - ICAO - RWY 26 RNP Z (AR) (TABULAR 1)	AD 2-WBKS-8-20
INSTRUMENT APPROACH CHART - ICAO - RWY 26 RNP Z (AR) (TABULAR 2)	AD 2-WBKS-8-21

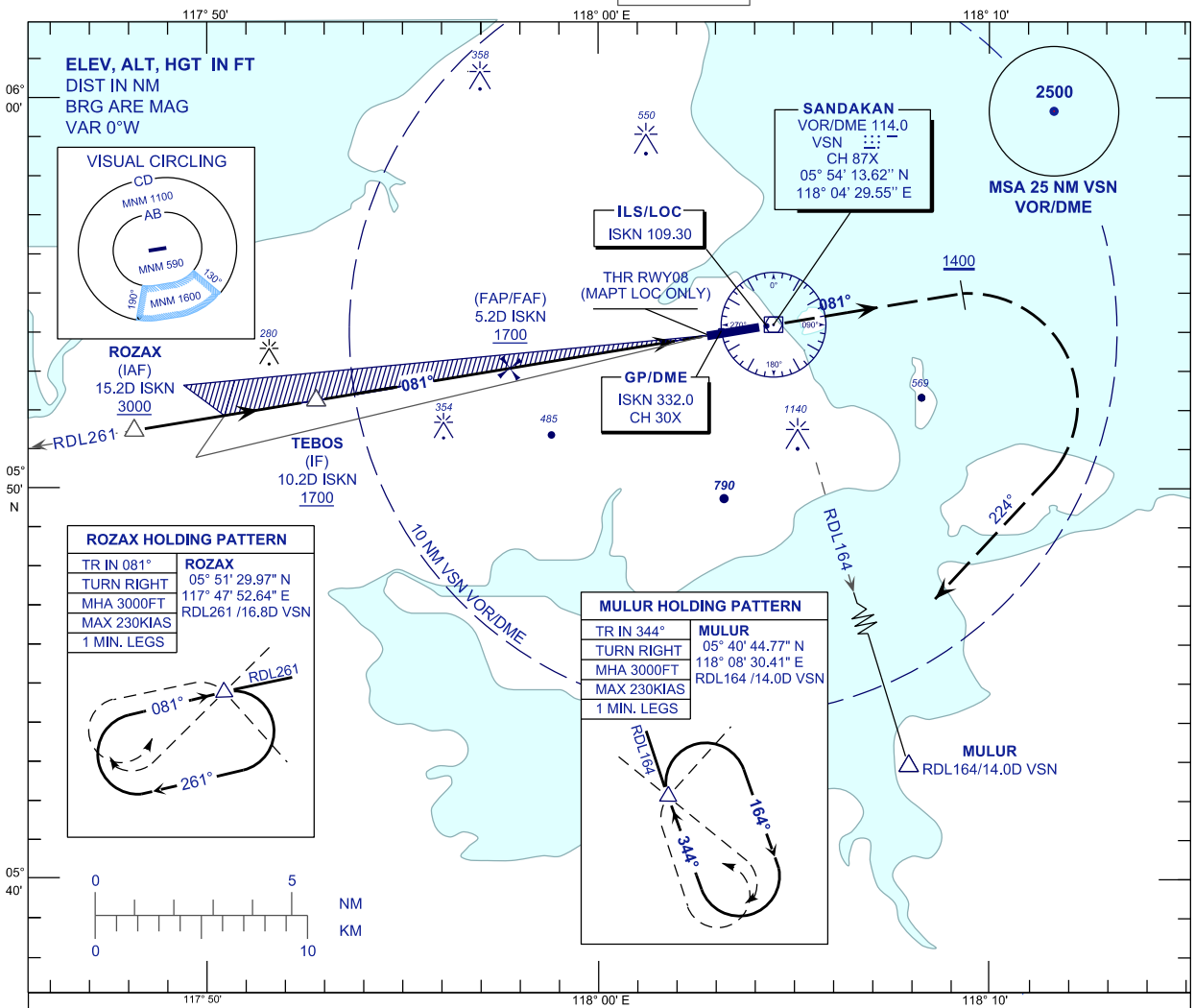
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INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 43FT
HEIGHT RELATED TO
THR RWY 08 - ELEV 32FT

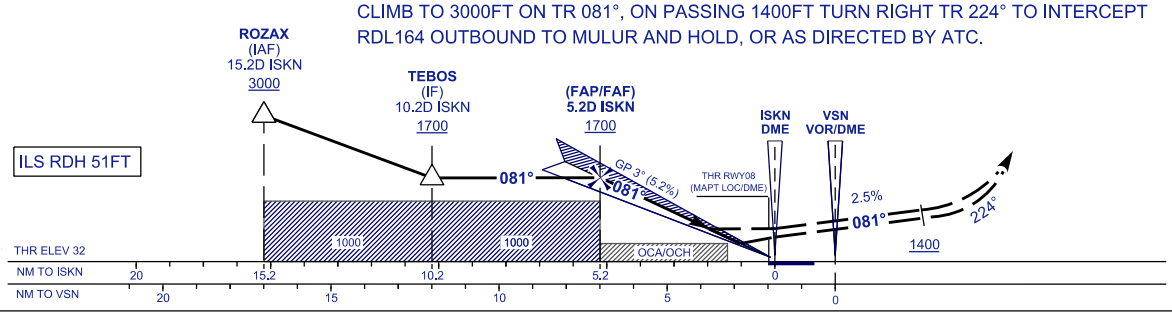
APP	123.20
TWR	122.05
SMC	121.90
ATIS	128.20

SANDAKAN/SANDAKAN (WBKS)
ILS Z OR LOC Z RWY 08



TRANSITION ALT 11000

MISSED APPROACH
CLIMB TO 3000FT ON TR 081°, ON PASSING 1400FT TURN RIGHT TR 224° TO INTERCEPT RDL164 OUTBOUND TO MULUR AND HOLD, OR AS DIRECTED BY ATC.



OCA(H)	A	B	C	D
ILS/DME(CAT I)	**340**(308)	**340**(308)	**350**(318)	**350**(318)
LOC/DME	**570 (538)**			
CIRCLING	590		1600* / 1100	
NOTE*: CIRCLING MNM IN THE SHADED AREA 1600FT				

GROUND SPEED (KT)	80	100	120	140	160
FAF - RWY08 (5.1NM) MIN : SEC	3:49	3:03	2:32	2:11	1:54
RATE OF DESCEND (318 FT/NM) FT/MIN	420	530	640	740	850

DME ISKN (NM)	5.2	4.2	3.2	2.2	1.2
DIST THR RWY08 (NM)	5.1	4.1	3.1	2.1	1.1
ALTITUDE(FT)	1700	1382	1063	745	426

CHANGES : IN OCA/H TABULAR, LOC/DME Z RWY 08 TO READ AS 570 (538) INSTEAD OF 430 (398).

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 43FT
HEIGHT RELATED TO
THR RWY 08 - ELEV 32FT

SANDAKAN/SANDAKAN (WBKS)
ILS Z OR LOC Z RWY 08

AERONAUTICAL DATA TABULATION

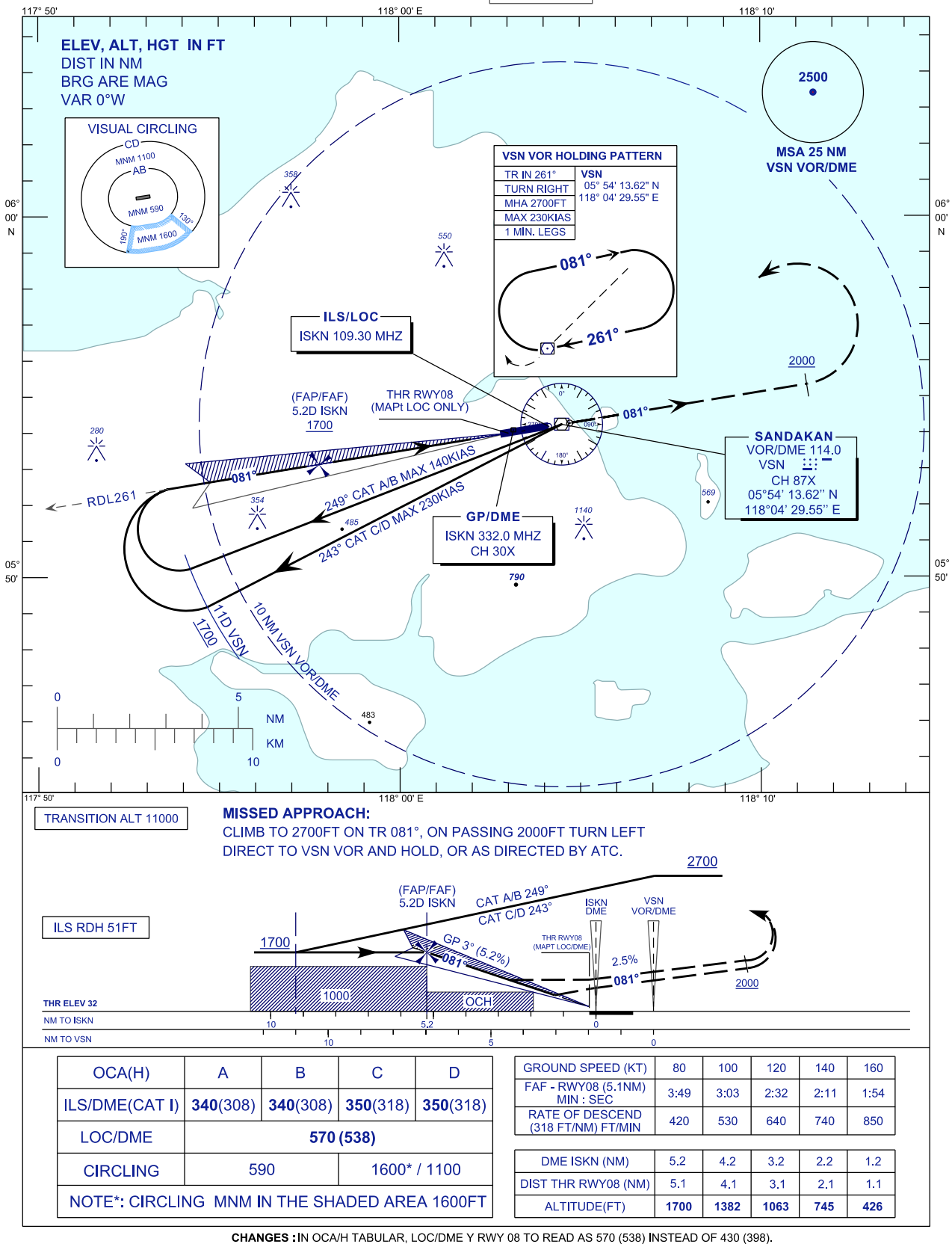
WAYPOINT / NAVAID / FIX	NAVAID FREQUENCY / CROSS REFERENCE FROM NAVAID	COORDINATES	
VSN VOR/DME	114.0 MHZ / CH 87X	05° 54' 13.62'' N	118° 04' 29.55'' E
ISKN LOC	109.3 MHZ	05° 54' 11.81'' N	118° 04' 18.60'' E
ISKN GP/DME	332.0 MHZ / CH 30X	05° 54' 02.81'' N	118° 02' 57.74'' E
MAPT	THR RWY08	05° 53' 57.15" N	118° 02' 48.95" E
FAF/FAP	RDL 261°/ 5.2 NM ISKN	05° 53' 07.59'' N	117° 57' 46.76'' E
MULUR	RDL 164°/ 14.0 NM VSN	05° 40' 44.77'' N	118° 08' 30.41'' E
ROZAX (IAF)	RDL 261°/ 15.2 NM ISKN	05° 51' 29.97" N	117° 47' 52.64" E
TEBOS (IF)	RDL 261°/ 10.2 NM ISKN	05° 52' 18.79" N	117° 52' 49.70" E

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 43FT
HEIGHT RELATED TO
THR RWY 08 - ELEV 32FT

APP	123.20
TWR	122.05
SMC	121.90
ATIS	128.20

SANDAKAN/SANDAKAN (WBKS)
ILS Y OR LOC Y RWY 08



TRANSITION ALT 11000

MISSED APPROACH:
CLIMB TO 2700FT ON TR 081°, ON PASSING 2000FT TURN LEFT
DIRECT TO VSN VOR AND HOLD, OR AS DIRECTED BY ATC.

OCA(H)	A	B	C	D
ILS/DME(CAT I)	**340**(308)	**340**(308)	**350**(318)	**350**(318)
LOC/DME	**570 (538)**			
CIRCLING	590		1600* / 1100	
NOTE*: CIRCLING MNM IN THE SHADED AREA 1600FT				

GROUND SPEED (KT)	80	100	120	140	160
FAF - RWY08 (5.1NM) MIN : SEC	3:49	3:03	2:32	2:11	1:54
RATE OF DESCEND (318 FT/NM) FT/MIN	420	530	640	740	850

DME ISKN (NM)	5.2	4.2	3.2	2.2	1.2
DIST THR RWY08 (NM)	5.1	4.1	3.1	2.1	1.1
ALTITUDE(FT)	**1700**	**1382**	**1063**	**745**	**426**

CHANGES : IN OCA/H TABULAR, LOC/DME Y RWY 08 TO READ AS 570 (538) INSTEAD OF 430 (398).

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 43FT
HEIGHT RELATED TO
THR RWY 08 - ELEV 32FT

SANDAKAN/SANDAKAN (WBKS)
ILS Y OR LOC Y RWY 08

AERONAUTICAL DATA TABULATION

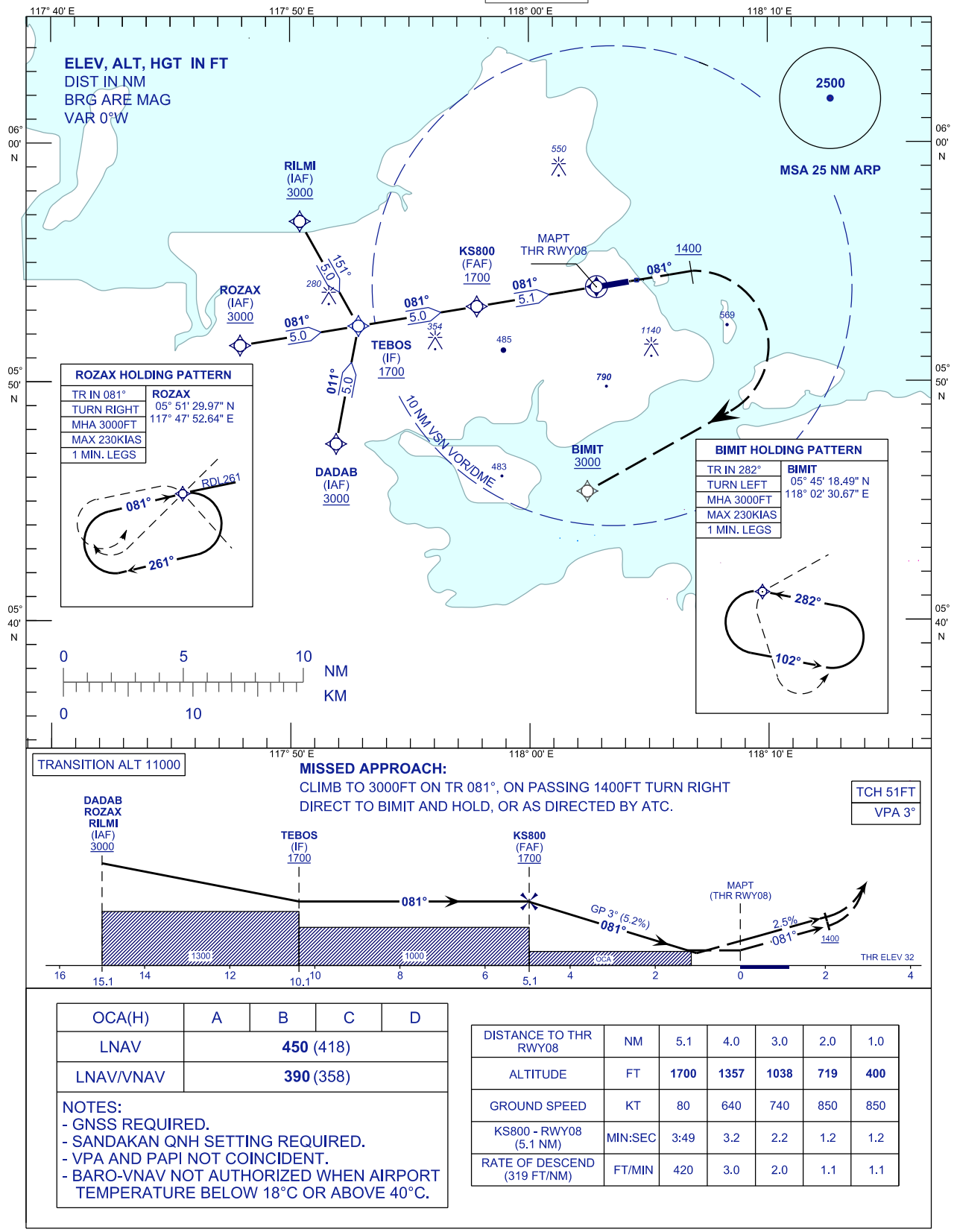
WAYPOINT / NAVAID / FIX	NAVAID FREQUENCY / CROSS REFERENCE FROM NAVAID	COORDINATES
VSN VOR/DME	114.0 MHZ / CH 87X	05°54' 13.62" N 118°04' 29.55" E
ISKN LOC	109.3 MHZ	05°54' 11.81" N 118°04' 18.60" E
ISKN GP/DME	332.0 MHZ / CH 30X	05°54' 02.81" N 118°02' 57.74" E
MAPT (LOC ONLY)	THR RWY08	05°53' 57.15" N 118°02' 48.95" E
FAF/FAP	BRG 261°/ 5.2 NM ISKN	05°53' 07.59" N 117°57' 46.76" E

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 43FT
HEIGHT RELATED TO
THR RWY 08 - ELEV 32FT

APP	123.20
TWR	122.05
SMC	121.90
ATIS	128.20

SANDAKAN/SANDAKAN (WBKS)
RNP Y RWY 08



TRANSITION ALT 11000

MISSED APPROACH:
CLIMB TO 3000FT ON TR 081°, ON PASSING 1400FT TURN RIGHT
DIRECT TO BIMIT AND HOLD, OR AS DIRECTED BY ATC.

TCH	51FT
VPA	3°

OCA(H)	A	B	C	D
LNAV	**450** (418)			
LNAV/VNAV	**390** (358)			

NOTES:
- GNSS REQUIRED.
- SANDAKAN QNH SETTING REQUIRED.
- VPA AND PAPI NOT COINCIDENT.
- BARO-VNAV NOT AUTHORIZED WHEN AIRPORT TEMPERATURE BELOW 18°C OR ABOVE 40°C.

DISTANCE TO THR RWY08	NM	5.1	4.0	3.0	2.0	1.0
ALTITUDE	FT	**1700**	**1357**	**1038**	**719**	**400**
GROUND SPEED	KT	80	640	740	850	850
KS800 - RWY08 (5.1 NM)	MIN:SEC	3:49	3.2	2.2	1.2	1.2
RATE OF DESCEND (319 FT/NM)	FT/MIN	420	3.0	2.0	1.1	1.1

CHANGES : IN OCA/H TABULAR, RNP Y - LNAV/VNAV RWY 08 TO READ AS 390 (358) INSTEAD OF 340 (308).

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 43FT
HEIGHT RELATED TO
THR RWY 08 - ELEV 32FT

SANDAKAN/SANDAKAN (WBKS)
RNP Y RWY 08

TABULAR DESCRIPTION

RILMI TRANSITION

SEQ	PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE (°M)	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KIAS)	VPA/ RDH (FT.)	NAVIGATION SPECIFICATION
010	IF	RILMI (IAF)	-	-	-	-	+3000	-	-	RNP APCH
020	TF	TEBOS (IF)	-	151°	5.0	-	+1700	-	-	RNP APCH

ROZAX TRANSITION

SEQ	PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE (°M)	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KIAS)	VPA/ RDH (FT.)	NAVIGATION SPECIFICATION
010	IF	ROZAX (IAF)	-	-	-	-	+3000	-	-	RNP APCH
020	TF	TEBOS (IF)	-	081°	5.0	-	+1700	-	-	RNP APCH

DADAB TRANSITION

SEQ	PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE (°M)	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KIAS)	VPA/ RDH (FT.)	NAVIGATION SPECIFICATION
010	IF	DADAB (IAF)	-	-	-	-	+3000	-	-	RNP APCH
020	TF	TEBOS (IF)	-	011°	5.0	-	+1700	-	-	RNP APCH

FINAL AND MISSED APPROACH

SEQ	PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE (°M)	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KIAS)	VPA/ RDH (FT.)	NAVIGATION SPECIFICATION
010	TF	TEBOS (IF)	-	-	-	-	+1700	-	-	RNP APCH
020	TF	KS800 (FAF)	-	081°	5.0	-	+1700	-	-	RNP APCH
030	TF	RWY08	Y	081°	5.1	-	-	-	-3.0°/ 51	RNP APCH
040	CA	-	-	081°	-	-	+1400	-	2.5%	RNP APCH
050	DF	BIMIT	-	-	-	-	+3000	-	-	RNP APCH
060	HM	BIMIT	Y	282°	-	L	+3000	-230	-	RNAV 1

CHANGES : IN TABULAR DESCRIPTION FINAL AND MISSED APPROACH LINE 4 COLUMN 10 VPA RDH (FT.) VALUE 50 TO READ AS 51.

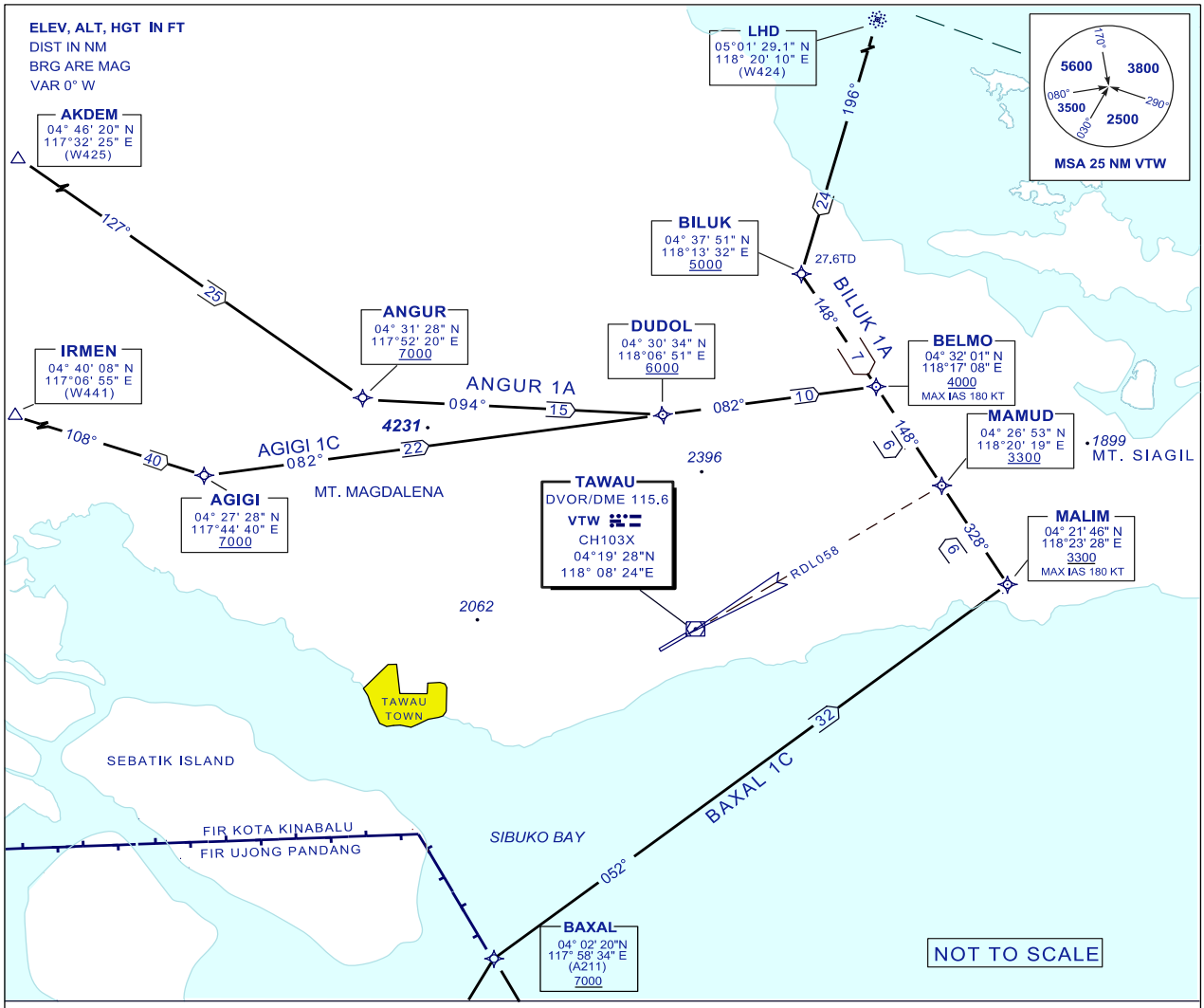
STANDARD ARRIVAL CHART INSTRUMENT (STAR)

TRANSITION ALTITUDE
11 000 FT

SMC	121.90
TWR	122.50
APP	123.55
ATIS	126.25

TAWAU/TAWAU (WBKW) RWY 24 (RNAV)

AGIGI 1C
BILUK 1A
ANGUR 1A
BAXAL 1C



AGIGI 1 CHARLIE ARRIVAL

- FROM W441 / IRMEN TO AGIGI
- TRACK 082°TO DUDOL AND BELMO
- TURN RIGHT TRACK 148°TO MAMUD
- INTERCEPT LOC OR RDL 058

ANGUR 1 ALPHA ARRIVAL

- FROM W425 / AKDEM TO ANGUR
- TRACK 094° TO DUDOL
- THENCE 082° TO BELMO
- TURN RIGHT TRACK 148° TO MAMUD
- INTERCEPT LOC OR RDL 058

BILUK 1 ALPHA ARRIVAL

- FROM LHD/W424 TO BILUK
- TRACK 148° TO BELMO
- THENCE TO MAMUD
- INTERCEPT LOC OR RDL 058

BAXAL 1 CHARLIE ARRIVAL

- FROM A211/BAXAL TRACK 052°TO MALIM
- TURN LEFT TRACK 328°TO MAMUD
- INTERCEPT LOC OR RDL 058

COMMUNICATION FAILURE :

SET TRANSPONDER CODE 7600
PROCEED TO MAMUD AT LAST RECEIVED OR ACKNOWLEDGED EAT OR, IF NO EAT HAS BEEN RECEIVED OR ACKNOWLEDGED AT FPL EAT DESCEND IN THE MAMUD HOLDING PATTERN TO 3300FT, CARRY OUT STANDARD INSTRUMENT APPROACH RWY24

CHANGES : AMEND BELMO COORDINATES.

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WBGF AD 2.1 AERODROME LOCATION INDICATOR AND NAME

WBGF - LONG LELLANG

WBGF AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	032517N 1150912E Site: 24.931M from RWY Centreline and 35.963M from TWY A Centreline.
2	Direction and distance from (city)	0.143KM (0.1NM) Bearing 97°17'23" from Long Lellang Health Clinic.
3	Elevation/Reference temperature	469 m (1538 ft) / 29°C
4	Geoid undulation at AD ELEV PSN	+51 m
5	MAG VAR/Annual change	0°E (2017) -0.08° decreasing
6	AD operator, address, telephone, telefax, e-mail address, AFS and website address	Operator: Malaysia Airports Sdn Bhd Padang Terbang Long Lellang Sarawak, Malaysia Website : www.malaysiaairports.com.my ATC Services: Not Available
7	Types of traffic permitted (IFR/VFR)	VFR
8	Remarks	FIS available through Miri Tower

WBGF AD 2.3 OPERATIONAL HOURS

1	AD Operator	HJ
2	Customs and immigration	NIL
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	Handling facilities available prior arrangement.
10	Security	H24
11	De-icing	NIL
12	Remarks	NIL

WBGF 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

WBGF AD 2.5 PASSENGER FACILITIES

1	Hotels	NIL
2	Restaurants	NIL
3	Transportation	NIL
4	Medical facilities	NIL
5	Bank and Post Office	NIL
6	Tourist Office	NIL
7	Remarks	NIL

WBGF AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	NIL
2	Rescue equipment	By arrangement with the respective airlines and ground handler a) Largest aircraft - DHC-6
3	Capability for removal of disabled aircraft	NIL
4	Remarks	NIL

WBGF AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	**Bay 1** Apron Surface: Asphalt (Flexible) Strength: 5670 kg / 0.50 MPa
2	Taxiway width, surface and strength	**Taxiway A** Width: 14 m Strength : Asphalt (Flexible) Strength: 5670 kg / 0.50 MPa
3	Altimeter checkpoint location and elevation	Location : At apron Elevation : 467 m (1533 ft)
4	VOR checkpoints	NIL
5	INS checkpoints	Coordinates for aircraft stands: 032517.32N 1150910.26E
6	Remarks	NIL

WBGF 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	Yellow taxiing guidelines at apron. Nose wheel guidelines line for parking bay
2	RWY and TWY markings	RWY: Designation, threshold, transverse stripe, centre line and aiming point markings. TWY: Centre line and runway-holding position markings. LGT : NIL
3	Stop bars	NIL

4	Remarks	NIL

WBGF AD 2.10 AERODROME OBSTACLES

RWY / Area affected	Obstacles Type Elevation Markings / LGT	Coordinates
a	b	c
-	NIL	NIL

WBGF AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	AMS MIRI
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	AMO KUCHING H24 (0024 0606 1212 1818)
4	Trend forecast Interval of issuance	NIL
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	NIL
9	ATS units provided with information	NIL
10	Additional information (limitation of service, etc.)	NIL

WBGF AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG 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	41.77°	799 x 18	5670 kg / 0.50 MPa Asphalt (Flexible)	THR coordinates: 032508.35N 1150905.41E RWY end coordinates 032527.76N 1150922.66E GUND: +51 m	THR elevation: 468 m (1535 ft)
22	221.77°	799 x 18	5670 kg / 0.50 MPa Asphalt (Flexible)	THR coordinates: 032527.76N 1150922.66E RWY end coordinates 032508.35N 1150905.41E GUND: +51 m	THR elevation: 469 m (1538 ft)

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
-0.102%	NIL	NIL	859 x 60	NIL	NIL
+0.102%	NIL	NIL	859 x 60	NIL	NIL

WBGF AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
04	799	799	799	799	NIL
22	799	799	799	799	NIL

WBGF 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	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
22	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL

WBGF 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	LDI : NIL Wind Direction Indicator (WDI) RWY 04 : NIL RWY 22 : 85.79 m FM THR on the left side, 35.97 m FM RWY CL and not LGTD.
3	TWY lighting	NIL
4	Secondary power supply/switch-over time	NIL
5	Remarks	NIL

WBGF 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

WBGF 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

WBGF AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
NIL	NIL	NIL	NIL	NIL

WBGF 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

WBGF AD 2.20 LOCAL TRAFFIC REGULATIONS

NIL

WBGF AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

WBGF AD 2.22 FLIGHT PROCEDURES

NIL

WBGF AD 2.23 ADDITIONAL INFORMATION

2.23.1. Pilot to exercise caution on the aerodrome non-conforming issues:

1. Pilot to exercise extreme caution due to protruding of object in vicinity of aerodrome.
2. AFRS not complying with critical aircraft requirement (Twin Otter) but minimum fire fighting is provided with three wheel motor cycle with 50KG (4 unit) dry chemical powders.

WBGF AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
AERODROME/HELIPORT CHART (WBGF) - ICAO	AD 2-WBGF-2-1
AERODROME GROUND MOVEMENT CHART (WBGF) - ICAO	AD 2-WBGF-2-3

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AERODROME/HELIPORT CHART - ICAO

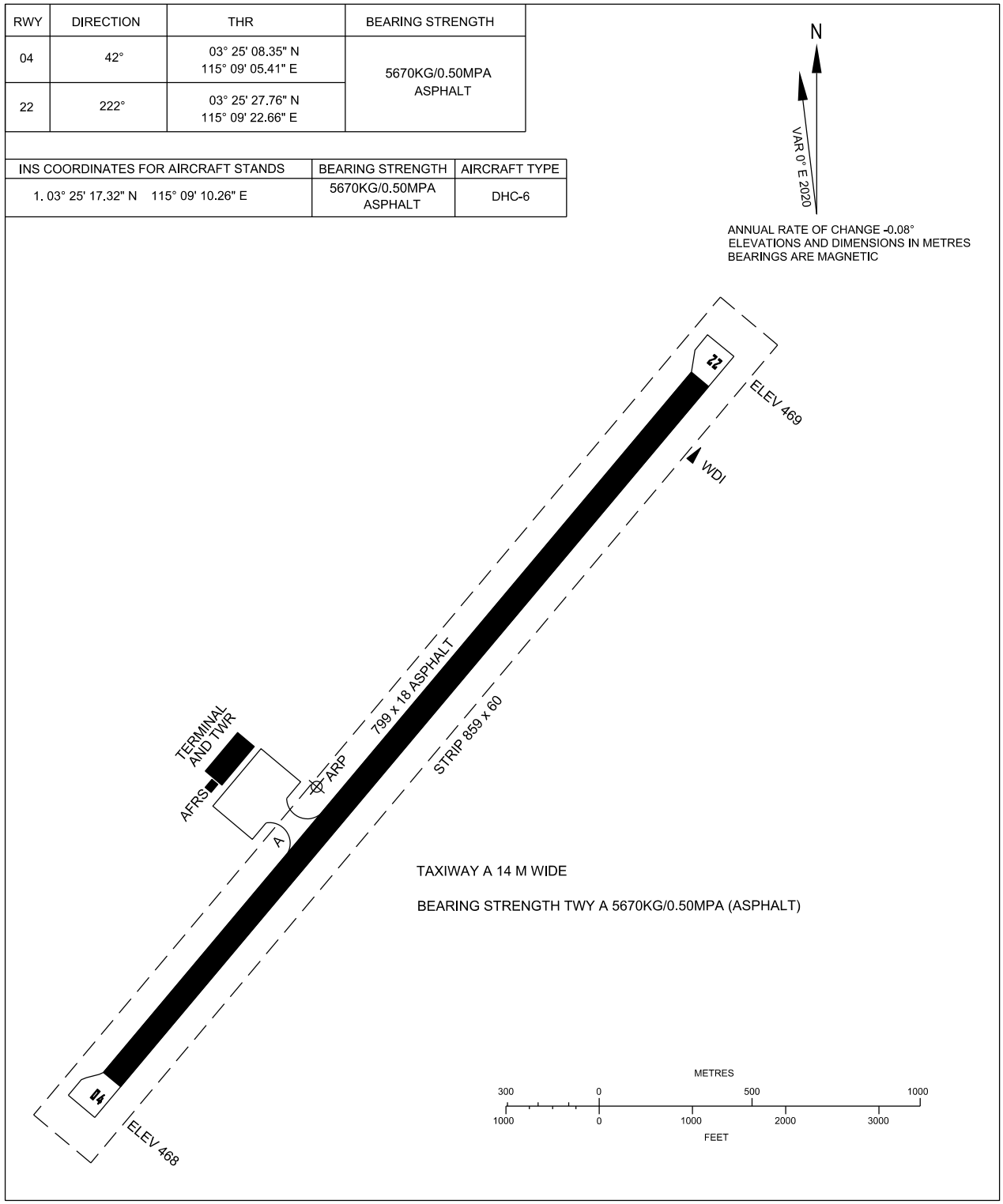
03° 25' 17" N
115° 09' 12" E

ELEV 469 m

LONG LELLANG/ LONG LELLANG AIRPORT

RWY	DIRECTION	THR	BEARING STRENGTH
04	42°	03° 25' 08.35" N 115° 09' 05.41" E	5670KG/0.50MPA ASPHALT
22	222°	03° 25' 27.76" N 115° 09' 22.66" E	

INS COORDINATES FOR AIRCRAFT STANDS	BEARING STRENGTH	AIRCRAFT TYPE
1. 03° 25' 17.32" N 115° 09' 10.26" E	5670KG/0.50MPA ASPHALT	DHC-6



CHANGES: PAVEMENT BEARING STRENGTH

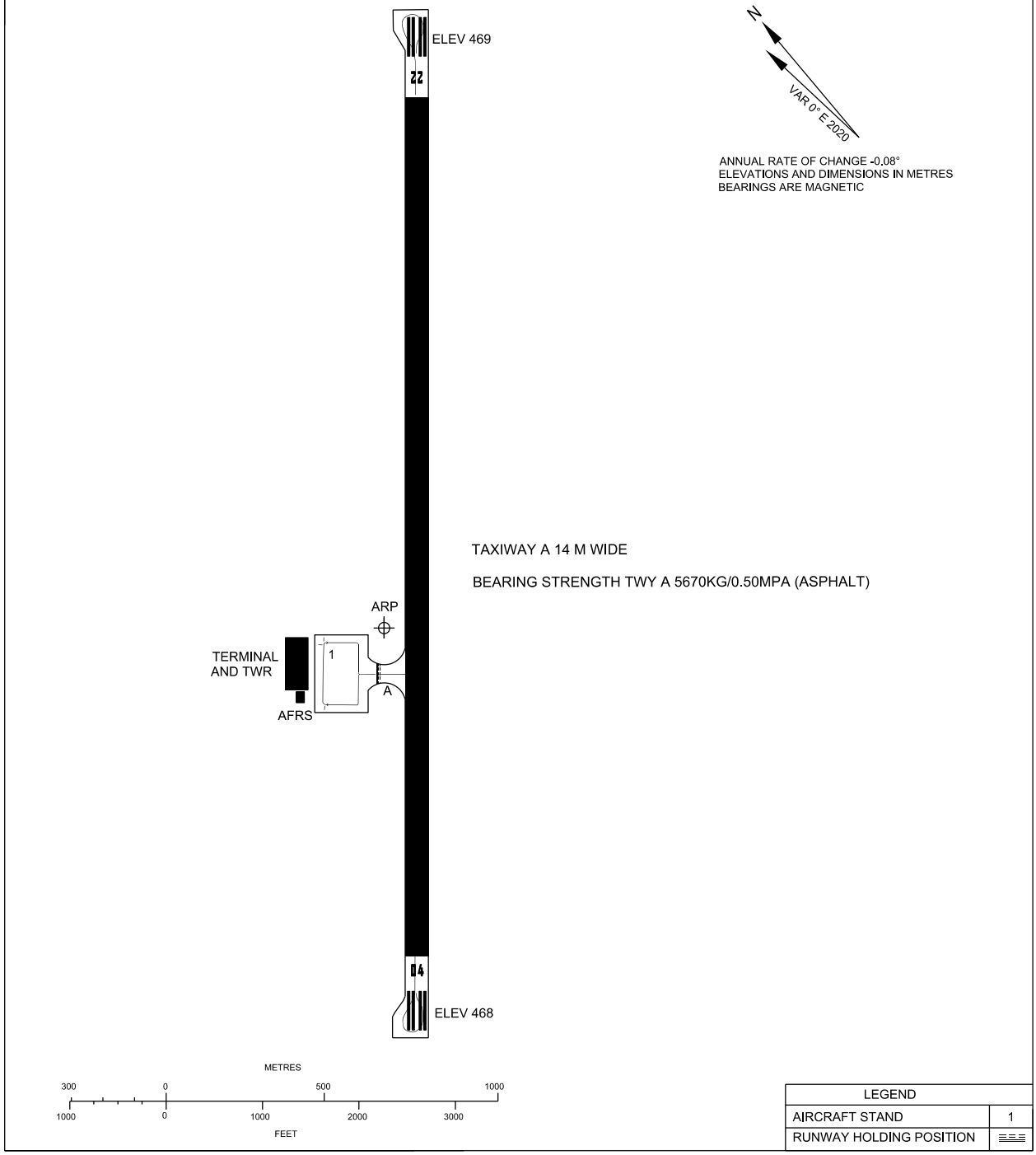
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AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV
467 m

LONG LELLANG/ LONG LELLANG AIRPORT

INS COORDINATES FOR AIRCRAFT STANDS	BEARING STRENGTH	AIRCRAFT TYPE
1. 03° 25' 17.32" N 115° 09' 10.26" E	5670KG/0.50MPA ASPHALT	DHC-6



CHANGES: PAVEMENT BEARING STRENGTH

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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-fighthing 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 and Bay 1A** Surface : Concrete (Rigid) and Asphalt (Flexible) Strength : PCR 320 / R / B / W / T and PCR 620 / F / C / X / T **Bay 2, Bay3 and Bay 3A** Surface : Concrete (Rigid) and Asphalt (Flexible) Strength : PCR 330 / R / B / W / T and PCR 620 / F / C / X / T **H1 and H2** Surface : Concrete (Rigid) Strength: PCR 330 R / B / W / T

		H3 Surface : Concrete (Rigid) Strength : PCR 390 / R / B / W / T
2	Taxiway width, surface and strength	**Taxiway A** Width: 15 M Surface: Asphalt (Flexible) Strength: PCR 930 / F / B / X / T **Taxiway A1** Width : 9 M Surface : Asphalt (Flexible) Strength : PCR 620 / F / C / X / T **Aircraft Stand Taxilane** Width : 15 M Surface : Asphalt (Flexible) Strength: PCR 620 / F / C / X / T
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 and end 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	025334.33N 1120210.00E	WDI RWY 15 4 m / 6 m Marked and Lighted	025306.0N 1120225.8E	

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	
	Lightning Arrestor 17.25 M / 56.59 FT		ANEMOMETER 14.55 M / 47.73 FT LGTD	025255.10N 1120231.86E	
			WDI RWY 33 5 m / 6 m Marked and Lighted	025241.3N 1120242.5E	
			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

Elevation of Obstacles within 10 NM of ARP		
RWY / AREA Affected	**Obstacles Type, Elevation, Marking / Lighting**	**Coordinates**
a	**b**	**c**
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
Inner Horizontal Surface	Power Line Tower, HGT 130 FT (39.6 M) AMSL.	025320.23N 1120325.70E
Inner Horizontal Surface	Power Line Tower, HGT 127 FT (38.7 M) AMSL.	025313.06N 1120333.65E
Inner Horizontal Surface	Power Line Tower, HGT 125 FT (38.1 M) AMSL.	025306.96N 1120340.43E
Inner Horizontal Surface	Power Line Tower, HGT 129 FT (39.3 M) AMSL.	025259.15N 1120349.07E
Inner Horizontal Surface	Power Line Tower, HGT 126 FT (38.4 M) AMSL.	025251.49N 1120357.50E
Inner Horizontal Surface	Power Line Tower, HGT 127 FT (38.7 M) AMSL.	025244.35N 1120405.40E
Inner Horizontal Surface	Power Line Tower, HGT 129 FT (39.4 M) AMSL.	025239.09N 1120411.19E
Inner Horizontal Surface	Power Line Tower, HGT 131 FT (39.8 M) AMSL	025231.19N 1120420.36E
Inner Horizontal Surface	Power Line Tower, HGT 134 FT (40.74 M) AMSL.	025225.82N 1120426.00E
Inner Horizontal Surface	Power Line Tower, HGT 130 FT (39.64 M) AMSL.	025219.77N 1120432.61E
Inner Horizontal Surface	Power Line Tower, HGT 128 FT (39.1 M) AMSL.	025215.42N 1120444.06E
Inner Horizontal Surface	Power Line Tower, HGT 127 FT (38.7 M) AMSL.	025211.88N 1120453.21E
Inner Horizontal Surface	Power Line Tower, HGT 125 FT (38.1 M) AMSL.	025208.18N 1120503.04E
Inner Horizontal Surface	Power Line Tower, HGT 126 FT (38.14 M) AMSL	025204.13N 1120513.74E
Inner Horizontal Surface	Power Line Tower, HGT 131 FT (39.9 M) AMSL	025200.83N 1120522.73E
Inner Horizontal Surface	Power Line Tower, HGT 132 FT (40.2 M) AMSL.	025157.37N 1120532.55E
Inner Horizontal Surface	Power Line Tower, HGT 133 FT (40.5 M) AMSL.	025153.80N 1120542.26E
Inner Horizontal Surface	Power Line Tower, HGT 135 FT (41.1 M) AMSL.	025225.87N 1120248.86E
Inner Horizontal Surface	Power Line Tower, HGT 134 FT (40.8 M) AMSL.	025326.89N 1120315.70E
Inner Horizontal Surface	Power Line Tower, HGT 136 FT (41.4 M) AMSL.	025317.22N 1120321.97E

Elevation of Obstacles within 10 NM of ARP		
RWY / AREA Affected	**Obstacles Type, Elevation, Marking / Lighting**	**Coordinates**
a	**b**	**c**
Inner Horizontal Surface	Power Line Tower, HGT 141 FT (42.9 M) AMSL.	025308.12N 1120326.89E
Inner Horizontal Surface	Power Line Tower, HGT 138 FT (42.1 M) AMSL.	025259.41N 1120331.68E
Inner Horizontal Surface	Power Line Tower, HGT 137 FT (41.7 M) AMSL.	025250.38N 1120336.53E
Inner Horizontal Surface	Power Line Tower, HGT 139 FT (42.4 M) AMSL.	025244.83N 1120339.59E
Inner Horizontal Surface	Power Line Tower, HGT 141 FT (42.9 M) AMSL.	025236.27N 1120344.22E
Inner Horizontal Surface	Power Line Tower, HGT 138 FT (42.1 M) AMSL.	025227.77N 1120348.93E
Inner Horizontal Surface	Power Line Tower, HGT 142 FT (42.3 M) AMSL.	025217.07N 1120354.65E
Inner Horizontal Surface	Power Line Tower, HGT 144 FT (43.9 M) AMSL.	025209.38N 1120358.80E
Inner Horizontal Surface	Power Line Tower, HGT 141 FT (42.9 M) AMSL.	025202.53N 1120402.50E
Inner Horizontal Surface	Power Line Tower, HGT 139 FT (42.3 M) AMSL.	025152.39N 1120408.18E
Inner Horizontal Surface	Power Line Tower, HGT 138 FT (42.1 M) AMSL.	025142.04N 1120413.71E
Inner Horizontal Surface	Power Line Tower, HGT 141 FT (42.9 M) AMSL.	025131.40N 1120419.48E
Inner Horizontal Surface	Power Line Tower, HGT 139 FT (42.4 M) AMSL.	025124.81N 1120423.05E
Inner Horizontal Surface	Power Line Tower, HGT 138 FT (42.0 M) AMSL.	025117.44N 1120427.06E
Inner Horizontal Surface	Power Line Tower, HGT 137 FT (41.7 M) AMSL.	025108.99N 1120431.70E
Inner Horizontal Surface	Power Line Tower, HGT 136 FT (41.4 M) AMSL.	025102.89N 1120435.01E
Inner Horizontal Surface	Power Line Tower, HGT 134 FT (40.8 M) AMSL.	025055.63N 1120438.87E
Inner Horizontal Surface	Power Line Tower, HGT 137 FT (41.7 M) AMSL.	025048.54N 1120442.78E
Inner Horizontal Surface	Power Line Tower, HGT 139 FT (42.3 M) AMSL.	025039.15N 1120447.89E
Inner Horizontal Surface	Power Line Tower, HGT 141 FT (42.9 M) AMSL.	025029.18N 1120453.39E
Conical Surface	Building (Menara Pehin Setia Raja), HGT 213 FT (64.85 M) AMSL. LGTD.	025316.39N 1120521.45E
Inner Horizontal Surface	Telecom TWR Near Politeknik Mukah, HGT 208 FT (63.5 M) AMSL. LGTD.	025237.63N 1120115.39E
Inner Horizontal Surface	High Water Tank at Politeknik Mukah, HGT 113 FT (34.37 M) AMSL. LGTD.	025230.69N 1120119.89E
Inner Horizontal Surface	Telecom Tower, 125 FT (38.0 M) AMSL. LGTD.	025204.13N 1120109.31E

Elevation of Obstacles within 10 NM of ARP		
RWY / AREA Affected	**Obstacles Type, Elevation, Marking / Lighting**	**Coordinates**
a	**b**	**c**
Inner Horizontal Surface	High Water Tank at UITM Mukah, HGT 131 FT (40 M) AMSL. LGTD.	025135.75N 1120145.14E
Conical Surface	Telecom TWR at Kampung Judan, HGT 265 FT (80.58 M) AMSL. LGTD.	025300.66N 1115930.76E
Conical Surface	Telecom Monopole at Mukah Town, HGT 108 FT (32.73 M) AMSL. LGTD.	025331.70N 1120520.40E
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 960 / F / B / X / T Asphalt (Flexible)	THR coordinates: 025315.40N 1120222.72E RWY end coordinates: 025235.00N 1120250.00E GUND +37 m	THR elevation: 6 m / 20 ft

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
33	325.82°	1500 x 30	PCR 960 / F / B / X / T Asphalt (Flexible)	THR coordinates: 025235.00N 1120250.00E RWY end coordinates: 025315.40N 1120222.72E 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 : 290.2 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.

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)		

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
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. The runway turn pads at RWY 15 and RWY 33 are not provided with shoulders.

WBGK AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
AERODROME/HELIPORT CHART (WBGK) - ICAO	AD 2-WBGK-2-1
AIRCRAFT PARKING/DOCKING CHART (WBGK) - ICAO	AD 2-WBGK-2-3
AERODROME GROUND MOVEMENT CHART (WBGK) - ICAO	AD 2-WBGK-2-5
MUKAH CONTROL ZONE AND IFR HOLDING AREAS	AD 2-WBGK-4-1
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO - RWY 15 RNAV (GNSS) TOSOD 1J ADGAB 1J BASUV 1J NOLUS 1J PILAX 1J	AD 2-WBGK-6-1
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO - RWY 15 RNAV (GNSS) TOSOD 1J ADGAB 1J BASUV 1J NOLUS 1J PILAX 1J (TABULAR 1)	AD 2-WBGK-6-2
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO - RWY 15 RNAV (GNSS) TOSOD 1J ADGAB 1J BASUV 1J NOLUS 1J PILAX 1J (TABULAR 2)	AD 2-WBGK-6-3
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO - RWY 33 RNAV (GNSS) TOSOD 1K ADGAB 1K BASUV 1K NOLUS 1K PILAX 1K	AD 2-WBGK-6-5
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO - RWY 33 RNAV (GNSS) TOSOD 1K ADGAB 1K BASUV 1K NOLUS 1K PILAX 1K (TABULAR 1)	AD 2-WBGK-6-6
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO - RWY 33 RNAV (GNSS) TOSOD 1K ADGAB 1K BASUV 1K NOLUS 1K PILAX 1K (TABULAR 2)	AD 2-WBGK-6-7
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO - RWY 15 TOSOD 1L ADGAB 1L BASUV 1L NOLUS 1L PILAX 1L	AD 2-WBGK-6-9
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO - RWY 15 TOSOD 1L ADGAB 1L BASUV 1L NOLUS 1L PILAX 1L (TABULAR 1)	AD 2-WBGK-6-10
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO - RWY 33 TOSOD 1M ADGAB 1M BASUV 1M NOLUS 1M PILAX 1M	AD 2-WBGK-6-11
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO - RWY 33 TOSOD 1M ADGAB 1M BASUV 1M NOLUS 1M PILAX 1M (TABULAR 1)	AD 2-WBGK-6-12
STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO - RWY 15 RNAV (GNSS) TOSOD 1N ADGAB 1N BASUV 1N NOLUS 1N PILAX 1N	AD 2-WBGK-7-1
STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO - RWY 15 RNAV (GNSS) TOSOD 1N ADGAB 1N BASUV 1N NOLUS 1N PILAX 1N (TABULAR 1)	AD 2-WBGK-7-2
STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO - RWY 15 RNAV (GNSS) TOSOD 1N ADGAB 1N BASUV 1N NOLUS 1N PILAX 1N (TABULAR 2)	AD 2-WBGK-7-3
STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO - RWY 33 RNAV (GNSS) TOSOD 1P ADGAB 1P BASUV 1P NOLUS 1P PILAX 1P	AD 2-WBGK-7-5
STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO - RWY 33 RNAV (GNSS) TOSOD 1P ADGAB 1P BASUV 1P NOLUS 1P PILAX 1P (TABULAR 1)	AD 2-WBGK-7-6
STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO - RWY 33 RNAV (GNSS) TOSOD 1P ADGAB 1P BASUV 1P NOLUS 1P PILAX 1P (TABULAR 2)	AD 2-WBGK-7-7
STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO - RWY 15 VOR/DME ARC TOSOD 1Q ADGAB 1Q BASUV 1Q NOLUS 1Q PILAX 1Q	AD 2-WBGK-7-9
STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO - RWY 15 VOR/DME ARC TOSOD 1Q ADGAB 1Q BASUV 1Q NOLUS 1Q PILAX 1Q (TABULAR 1)	AD 2-WBGK-7-10
STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO - RWY 33 VOR/DME ARC TOSOD 1R ADGAB 1R BASUV 1R NOLUS 1R PILAX 1R	AD 2-WBGK-7-11
STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO - RWY 33 VOR/DME ARC TOSOD 1R ADGAB 1R BASUV 1R NOLUS 1R PILAX 1R (TABULAR 1)	AD 2-WBGK-7-12
INSTRUMENT APPROACH CHART - ICAO - RWY 15 RNP Z	AD 2-WBGK-8-1
INSTRUMENT APPROACH CHART - ICAO - RWY 15 RNP Z (TABULAR 1)	AD 2-WBGK-8-2
INSTRUMENT APPROACH CHART - ICAO - RWY 33 RNP Z	AD 2-WBGK-8-3
INSTRUMENT APPROACH CHART - ICAO - RWY 33 RNP Z (TABULAR 1)	AD 2-WBGK-8-4
INSTRUMENT APPROACH CHART - ICAO - RWY 15 VOR Z	AD 2-WBGK-8-5
INSTRUMENT APPROACH CHART - ICAO - RWY 15 VOR Z (TABULAR 1)	AD 2-WBGK-8-6
INSTRUMENT APPROACH CHART - ICAO - RWY 33 VOR Z	AD 2-WBGK-8-7
INSTRUMENT APPROACH CHART - ICAO - RWY 33 VOR Z (TABULAR 1)	AD 2-WBGK-8-8
INSTRUMENT APPROACH CHART - ICAO - RWY 15 VOR Y	AD 2-WBGK-8-9
INSTRUMENT APPROACH CHART - ICAO - RWY 15 VOR Y (TABULAR 1)	AD 2-WBGK-8-10
INSTRUMENT APPROACH CHART - ICAO - RWY 33 VOR Y	AD 2-WBGK-8-11

Chart name	Page
INSTRUMENT APPROACH CHART - ICAO - RWY 33 VOR Y (TABULAR 1)	AD 2-WBGK-8-12

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AERODROME/HELIPORT CHART- ICAO

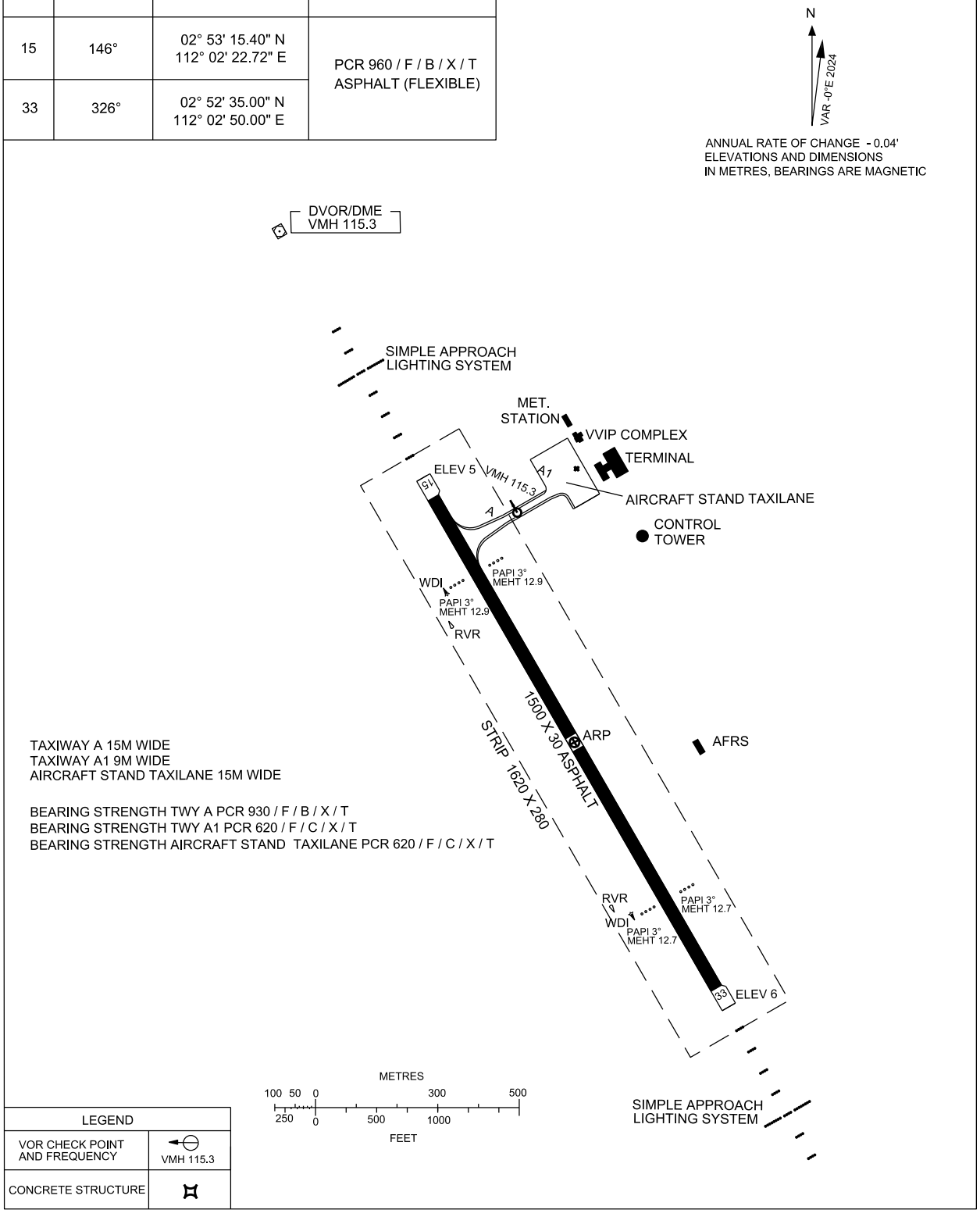
02° 52' 55" N
112° 02' 36" E

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' 15.40" N 112° 02' 22.72" E	PCR 960 / F / B / X / T ASPHALT (FLEXIBLE)
33	326°	02° 52' 35.00" N 112° 02' 50.00" E	



CHANGES: THR COORD
PAVEMENT BEARING STRENGTH

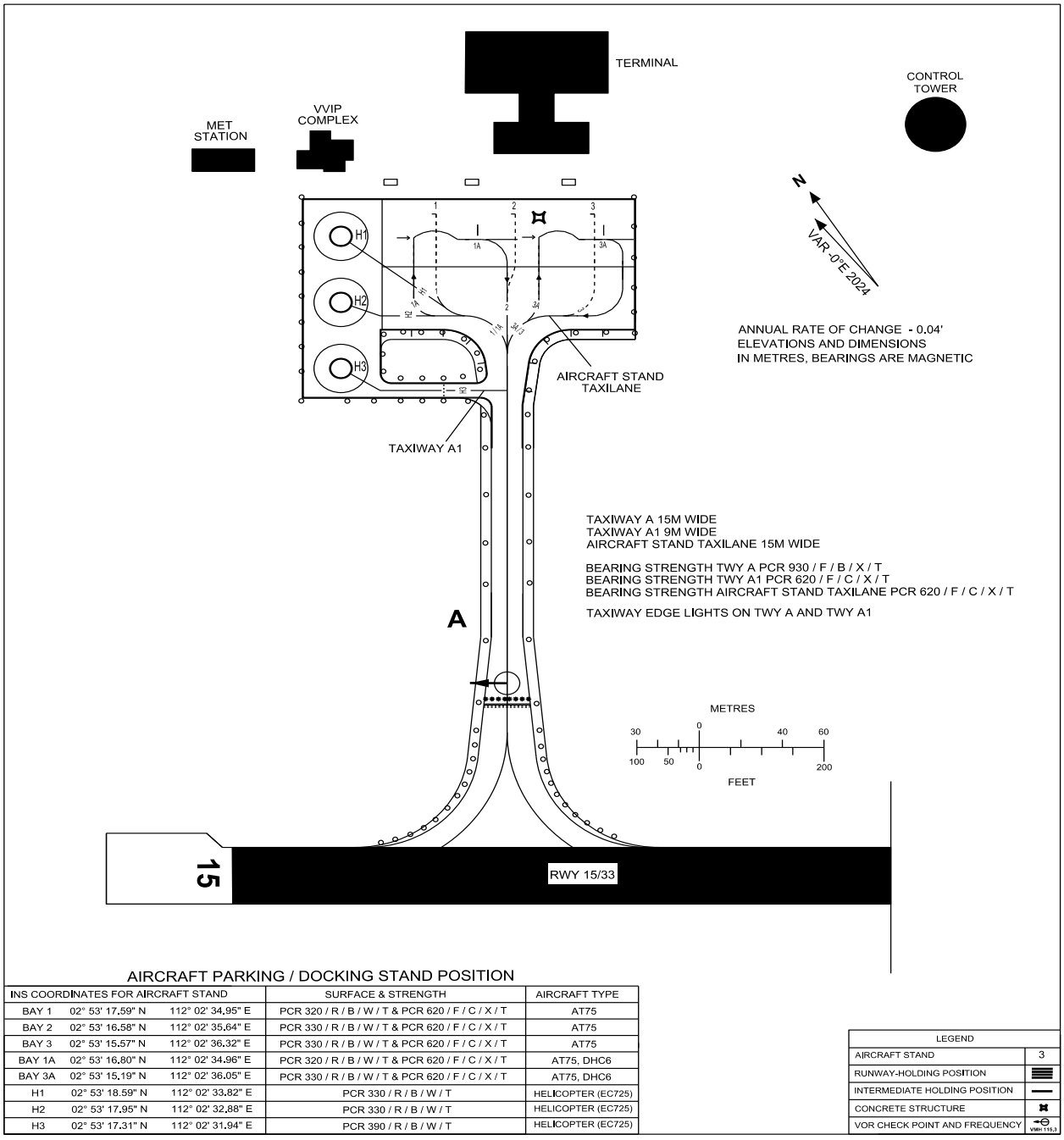
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AIRCRAFT PARKING/ DOCKING CHART - ICAO

APRON ELEV
4 m

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

MUKAH/MUKAH AIRPORT



AIRCRAFT PARKING / DOCKING STAND POSITION

INS COORDINATES FOR AIRCRAFT STAND			SURFACE & STRENGTH	AIRCRAFT TYPE
BAY 1	02° 53' 17.59" N	112° 02' 34.95" E	PCR 320 / R / B / W / T & PCR 620 / F / C / X / T	AT75
BAY 2	02° 53' 16.58" N	112° 02' 35.64" E	PCR 330 / R / B / W / T & PCR 620 / F / C / X / T	AT75
BAY 3	02° 53' 15.57" N	112° 02' 36.32" E	PCR 330 / R / B / W / T & PCR 620 / F / C / X / T	AT75
BAY 1A	02° 53' 16.80" N	112° 02' 34.96" E	PCR 320 / R / B / W / T & PCR 620 / F / C / X / T	AT75, DHC6
BAY 3A	02° 53' 15.19" N	112° 02' 36.05" E	PCR 330 / R / B / W / T & PCR 620 / F / C / X / T	AT75, DHC6
H1	02° 53' 18.59" N	112° 02' 33.82" E	PCR 330 / R / B / W / T	HELICOPTER (EC725)
H2	02° 53' 17.95" N	112° 02' 32.88" E	PCR 330 / R / B / W / T	HELICOPTER (EC725)
H3	02° 53' 17.31" N	112° 02' 31.94" E	PCR 390 / R / B / W / T	HELICOPTER (EC725)

LEGEND	
AIRCRAFT STAND	3
RUNWAY-HOLDING POSITION	
INTERMEDIATE HOLDING POSITION	
CONCRETE STRUCTURE	
VOR CHECK POINT AND FREQUENCY	VHH 116.3

CHANGES: PAVEMENT BEARING STRENGTH

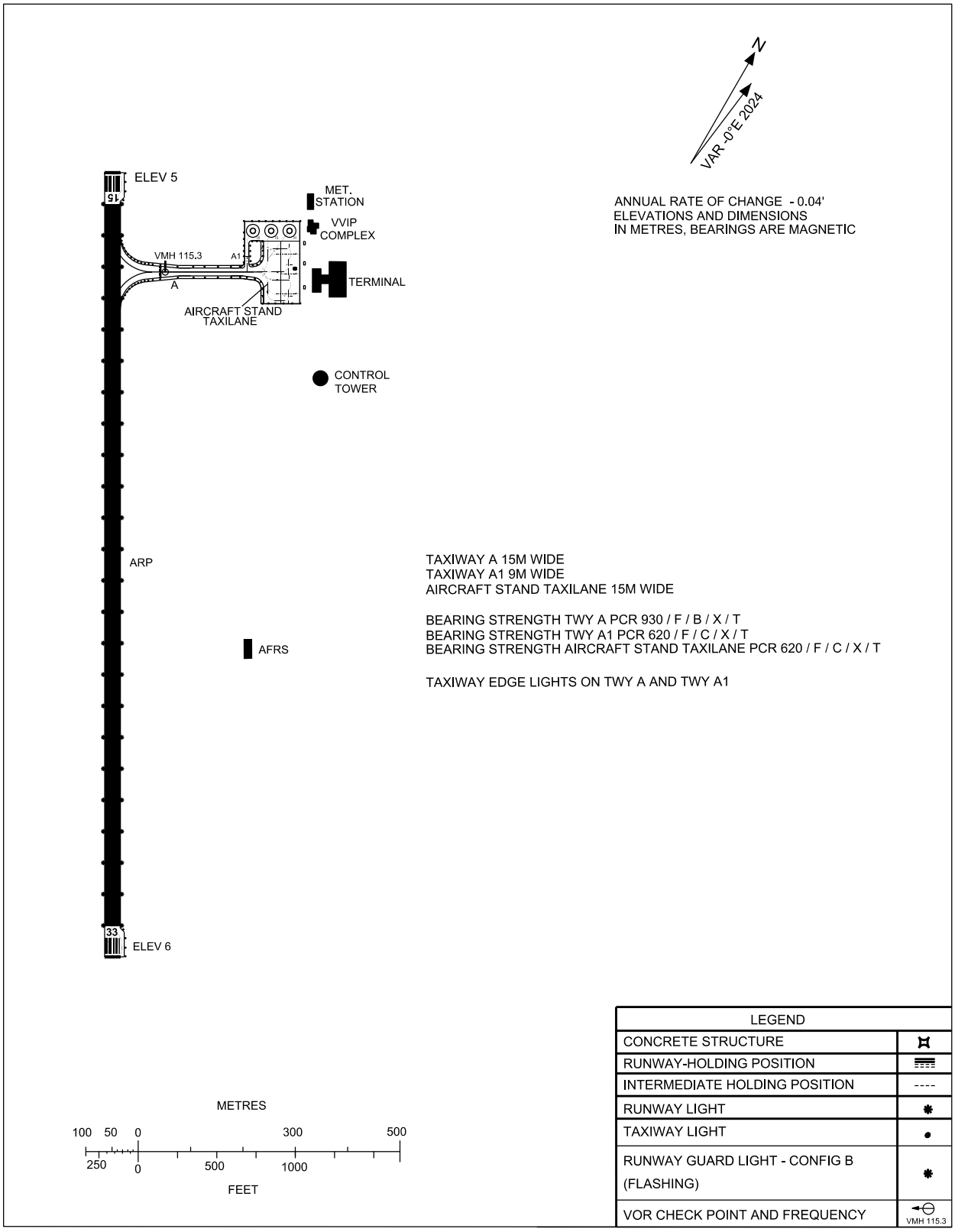
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AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV
4 m

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

MUKAH/MUKAH AIRPORT



CHANGES: PAVEMENT BEARING STRENGTH

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WBGW AD 2.1 AERODROME LOCATION INDICATOR AND NAME

WBGW - LAWAS

WBGW AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	045047N 1152426E Site: 36.29M from RWY 01 Centreline and 12.25M from Apron Edge
2	Direction and distance from (city)	2.14KM (1.2NM), Bearing 162°15' 29" from Lawas Mosque.
3	Elevation/Reference temperature	6 M (18 FT) / 32°C
4	Geoid undulation at AD ELEV PSN	47 M
5	MAG VAR/Annual change	0° W (2019)/0.08° decreasing
6	AD operator, address, telephone, telefax, e-mail address, AFS and website address	Operator: Malaysia Airports Sdn Bhd Padang Terbang Lawas. 98850 Lawas, Sarawak, Malaysia TEL: +6085-284023 Telefax:+6085-284023 Website address: www.malaysiaairports.com.my ATC Services: Civil Aviation Authority of Malaysia Padang Terbang Lawas 98850 Lawas Sarawak Malaysia TEL: +6085-285401 Telefax: +6085-284388 e-mail: dcalawas@dca.gov.my
7	Types of traffic permitted (IFR/VFR)	VFR
8	Remarks	NIL

WBGW AD 2.3 OPERATIONAL HOURS

1	AD Operator	HJ
2	Customs and immigration	Immigration available for schedule and non schedule flight on request
3	Health and sanitation	Available on request.
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	In Control Tower during AD operating HRS
6	MET Briefing Office	NIL
7	ATS	HJ
8	Fuelling	NIL
9	Handling	Handling facilities available prior arrangement.
10	Security	H24
11	De-icing	NIL
12	Remarks	NIL

WBGW AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	By prior arrangment with MasWings Sdn Bhd
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

WBGW AD 2.5 PASSENGER FACILITIES

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

WBGW 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	By arrangement with the respective airline and ground handler. a) Largest aircraft - DHC - 6
4	Remarks	All Airport Fire & Rescue Service (AFRS) personnel are trained in rescue and fire-fighting as well medical first-aid

WBGW AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	**Bay 1** Apron Surface: Asphalt(Flexible) Strength : 5670 KG / 0.50 MPa
2	Taxiway width, surface and strength	NIL
3	Altimeter checkpoint location and elevation	Location: At apron Elevation: 5 M (16 FT)
4	VOR checkpoints	NIL
5	INS checkpoints	Coordinates for aircraft stand: BAY 1: 045047.71N 1152425.25E
6	Remarks	NIL

WBGW 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	Yellow taxiing guidelines at apron. Nose wheel guidance line for parking bay
2	RWY and TWY markings	RWY: Runway designation, Threshold, Aiming point, Centre line,Transverse stripe Marking. LGT not available
3	Stop bars	NIL
4	Remarks	NIL

WBGW 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**
WBGWOB001	Ducts and drainage pipes	NIL	NIL	NIL	At 61 M intervals abutting.
WBGWOB002	A/F fencing	NIL	HGT 5 FT	NIL	DIST 800 FT FM THR RWY 19. Across APCH area.
WBGWOB003	Telecom Tower	044937.0N 1151807.7E	HGT 695 FT (211.92 M).	LGTD	At Bukit Siang Siang
WBGWOB004	Telecom Tower	045255.0N 1152345.6E	HGT 544 FT (166 M) AMSL.	Marked and LGTD	Erected at Bukit Tiong
WBGWOB005	Telecom Tower	045253.0N 1152342.6E	HGT 501 FT (152.7 M) AMSL.	Marked and LGTD	At Bukit Tiong
WBGWOB006	Telecom Tower	045124.0N 1152448.6E	HGT 153 FT (46.71 M) AMSL.	Marked and LGTD	Erected Shangsan Hotel
WBGWOB007	Telecom Tower	045323.0N 1151230.7E	HGT 166 FT (50.72 M) AMSL.	Marked and LGTD	Erected Pekan Sundar
WBGWOB008	Telecom Tower .	045124.0N 1152448.6E	HGT 153 FT (46.71 M) AMSL.	Marked and LGTD	At Lawas.
WBGWOB009	Microwave Tower	044936.0N 1151805.7E	HGT 730 FT (222.56 M) AMSL.	Marked and LGTD	At Bukit Siang Siang

WBGW AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	AMS MIRI
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	AMO KUCHING H24 (0024 0606 1212 1818)
4	Trend forecast Interval of issuance	NIL
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	NIL
9	ATS units provided with information	Lawas TWR
10	Additional information (limitation of service, etc.)	NIL

WBGW 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
01	8.41°	758 x17	5670 KG / 0.50 MPa Asphalt (Flexible)	THR Coordinates 045046.67N 1152426.94E RWY end coordinates 045111.08N 1152430.54E GUND 47 M	THR elevation 6 M (18 FT)
19	188.41°	758 x17	5670 KG / 0.50 MPa Asphalt (Flexible)	THR Coordinates 045109.47N 1152430.30E RWY end coordinates 045046.67N 1152426.94E GUND 47 M	THR elevation 5 M (17 FT)

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
0.027%	NIL	NIL	818 x 60	NIL	NIL
- 0.027%	NIL	NIL	818 x 60	NIL	NIL

WBGW AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
01	758	758	758	758	NIL
19	758	758	758	708	Displaced Threshold 50 M

WBGW 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
01	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL
19	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL

WBGW 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	LDI : Not available. Wind Direction Indicator (WDI) RWY 01: 34.0 M FM THR and 41.0 M FM RWY CL on right side.Not LGTD RWY 19: 34.5 M FM RWY End 01 and 51.0 M FM RWY CL on left side Not LGTD.
3	TWY lighting	NIL
4	Secondary power supply/switch-over time	NIL
5	Remarks	NIL

WBGW 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

WBGW AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	A Circle of 5NM radius on Lawas
2	Vertical limits	ATZ: GND/SEA to 1500FT
3	Airspace classification	C
4	ATS unit call sign Language(s)	Lawas Tower English
5	Transition altitude	NIL
6	Remarks	NIL

WBGW AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
ATZ	LAWAS TOWER	122.2MHZ	HJ	Standby 133.3 MHZ 121.9 MHZ

WBGW 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

WBGW AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1. All movement and activity at the apron area is within apron safety line marking

2.20.2. Departing aircraft are required to hold on the parking apron until clearance by ATC for departure.

WBGW AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

WBGW AD 2.22 FLIGHT PROCEDURES

NIL

WBGW AD 2.23 ADDITIONAL INFORMATION

2.23.1. Due to presence of birds around the airfield, pilots to exercise precaution operating to and departing from Lawas.

2.23.2. All Non Schedule aircraft to fax FPL to +6085-284388 (24 HRS) and confirmed received via +6085-285401 (HJ).

2.23.3. Pilot to exercise caution on the aerodrome non-conforming issues as follows:

1. Pilot to exercise extreme caution due to protuding of object in vicinity of aerodrome.
2. AFRS not complying with critical aircraft requirement (Twin Otter) but minimum fire fighting provided Mini rapid Intervation Vehicle with 1120 Litre water and 225 KG dry chemical powders.
3. Runway width only 17 M.

2.23.4. Presence of timber barge movement along Lawas River crossing the departure path for both RWY 01 and 19. Pilot to exercise caution during landing and take off.

2.23.5. AD available for schedule and notified aircraft movement only.

2.23.6. Aerodrome is restricted to single aircraft operations only.

WBGW AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
AERODROME/HELIPORT CHART (WBGW) - ICAO	AD 2-WBGW-2-1
AERODROME GROUND MOVEMENT CHART (WBGW) - ICAO	AD 2-WBGW-2-3

AERODROME/HELIPORT CHART - ICAO

04° 50' 47" N
115° 24' 26" E

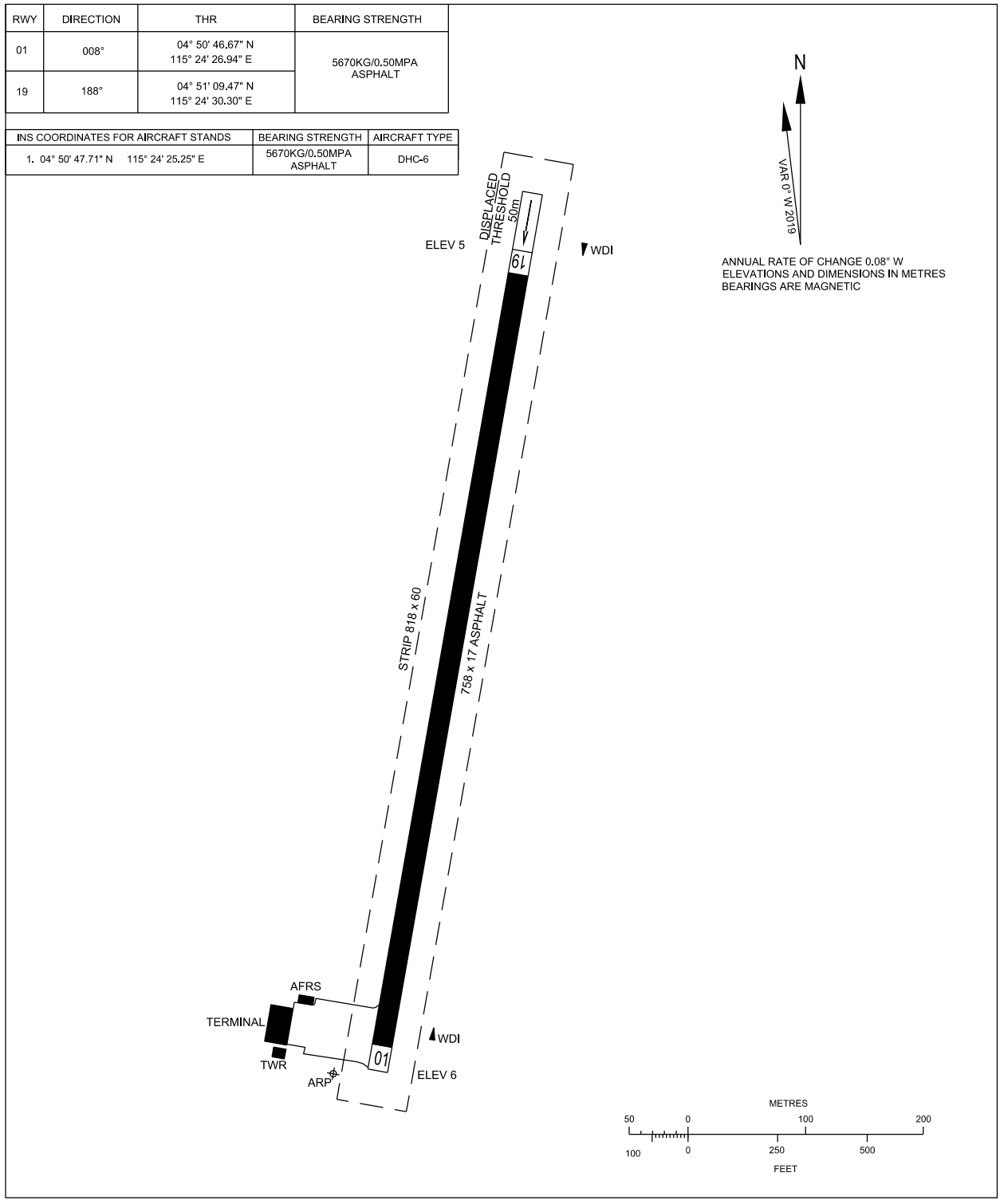
ELEV 6 m

ATZ 122.2

LAWAS/ LAWAS AIRPORT

RWY	DIRECTION	THR	BEARING STRENGTH
01	008°	04° 50' 46.67" N 115° 24' 26.94" E	5670KG/0.50MPA ASPHALT
19	188°	04° 51' 09.47" N 115° 24' 30.30" E	

INS COORDINATES FOR AIRCRAFT STANDS	BEARING STRENGTH	AIRCRAFT TYPE
1. 04° 50' 47.71" N 115° 24' 25.25" E	5670KG/0.50MPA ASPHALT	DHC-6



CHANGES: PAVEMENT BEARING STRENGTH

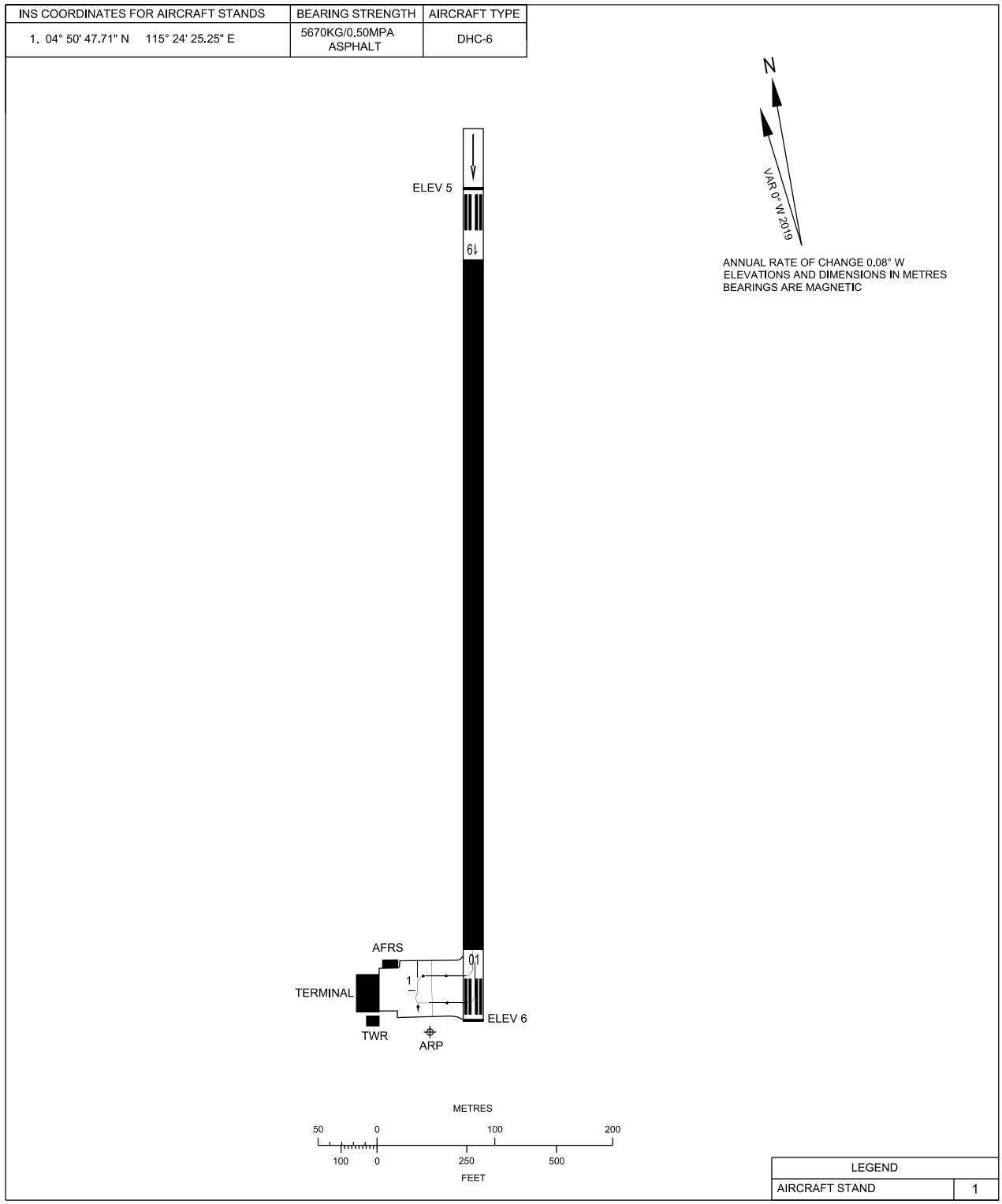
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AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV
5 m

LAWAS/ LAWAS AIRPORT

INS COORDINATES FOR AIRCRAFT STANDS	BEARING STRENGTH	AIRCRAFT TYPE
1. 04° 50' 47.71" N 115° 24' 25.25" E	5670KG/0.50MPA ASPHALT	DHC-6



CHANGES: PAVEMENT BEARING STRENGTH

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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

2.20.1. Aircraft are not permitted to taxi across or hold on a runway holding position when another aircraft is taking off or landing.

WBTM AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

WBTM AD 2.22 FLIGHT PROCEDURES

2.22.1. Departing aircraft to contact Sibu (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