

**MALAYSIA**

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

**AIP AMDT**  
**01/26**  
**Effective Date: 24 FEB 2026**  
 Publication Date: 24 FEB 2026

This AIP AMDT 01/26 contains:

- GEN 0.3-1 Updating Record of AIP Supplements
- GEN 0.4-1 To 13 Checklist of AIP Pages.
- GEN 1.1-3,4 &6 ADD Air Accident Investigation Bureau
- AD 1.5-1 Updating Status of Certification of Aerodromes
- AD 2-WMKC-1-3 Updating AD 2.8
- AD 2-WMKC-1-5 Updating Aerodrome Obstacles
- AD 2-WMKC-1-6 Updating Declared Distances
- AD 2-WMKC-1-7 To 11 Re-indexing pages
- AD 2-WMKC-2-1 To 5 ADD INFO TWY Lights
- AD 2-WMKD-1-9 Updating WMKD AD 2.23
- AD 2-WMKD-1-11 To 12 Regenerating list of Charts Related To An Aerodrome
- AD 2-WMKE-1-1 Updating Aerodrome Elevation
- AD 2-WMKE-1-2 Updating Restaurants & Transportation
- AD 2-WMKE-1-8 Updating RWY Physical Characteristics
- AD 2-WMKE-1-9 To 10 Re-indexing pages
- AD 2-WMKJ-1-2 Updating Bank & Post Office
- AD 2-WMKJ-1-14 Updating Night Flying Circuit & Training Procedures
- AD 2-WMKK-1-4, 5, 10, 11, 16 and 21 Updating HTML Format
- AD 2-WMKK-1-21 To 42 Republish Pages
- AD 2-WMKK-1-43 To 47 Regenerating list of Charts Related To An Aerodrome
- AD 2-WMKK-6-13 Updating FREQ
- AD 2-WMKK-6-14 To 16 Replacement Tabular
- AD 2-WMKP-1-11 Updating HTML Format
- AD 2-WMKP-8-11 To 12 Updating Charts and Tabular
- AD 2-WMSA-1-12 Updating HTML Format
- AD 2-WMSA-1-13 Updating Start Up & Push Back
- AD 2-WMSA-1-14 To 15 Re-indexing pages
- AD 2-WMSA-1-16 Regenerating list of Charts Related To An Aerodrome
- AD 2-WBGB-1-11 Regenerating list of Charts Related To An Aerodrome
- AD 2-WBGB-8-4 New Tabular

DESTROY			INSERT		
GEN	0.3-1	19 FEB 2026	GEN	0.3-1	24 FEB 2026
	0.3-2	19 FEB 2026		0.3-2	24 FEB 2026
	0.3-3	19 FEB 2026		0.3-3	24 FEB 2026
	0.3-4	19 FEB 2026		0.3-4	24 FEB 2026
	0.4-1	19 FEB 2026		0.4-1	24 FEB 2026

DESTROY			INSERT		
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	0.4-3	19 FEB 2026		0.4-3	24 FEB 2026
	0.4-4	19 FEB 2026		0.4-4	24 FEB 2026
	0.4-5	19 FEB 2026		0.4-5	24 FEB 2026
	0.4-6	19 FEB 2026		0.4-6	24 FEB 2026
	0.4-7	19 FEB 2026		0.4-7	24 FEB 2026
	0.4-8	19 FEB 2026		0.4-8	24 FEB 2026
	0.4-9	19 FEB 2026		0.4-9	24 FEB 2026
	0.4-10	19 FEB 2026		0.4-10	24 FEB 2026
	0.4-11	19 FEB 2026		0.4-11	24 FEB 2026
	0.4-12	19 FEB 2026		0.4-12	24 FEB 2026
	0.4-13	19 FEB 2026		0.4-13	24 FEB 2026
	0.4-14	19 FEB 2026		0.4-14	24 FEB 2026
	1.1-3	31 DEC 2024		1.1-3	24 FEB 2026
	1.1-4	31 DEC 2024		1.1-4	24 FEB 2026
	1.1-5	31 DEC 2024		1.1-5	24 FEB 2026
	1.1-6	31 DEC 2024		1.1-6	24 FEB 2026
	3.2-3	27 NOV 2025		3.2-3	24 FEB 2026
	3.2-4	09 SEP 2025		3.2-4	24 FEB 2026
	3.2-5	31 DEC 2024		3.2-5	24 FEB 2026
	3.2-6	12 JUN 2025		3.2-6	24 FEB 2026
	3.2-7	02 DEC 2025		3.2-7	24 FEB 2026
	3.2-8	02 DEC 2025		3.2-8	24 FEB 2026
	3.2-9	02 DEC 2025		3.2-9	24 FEB 2026
	3.2-10	25 MAR 2025		3.2-10	24 FEB 2026
	3.2-11	02 DEC 2025		3.2-11	24 FEB 2026
	3.2-12	17 JUN 2025		3.2-12	24 FEB 2026
	3.2-13	31 DEC 2024		3.2-13	24 FEB 2026
	3.2-14	25 MAR 2025		3.2-14	24 FEB 2026
	3.2-15	09 SEP 2025		3.2-15	24 FEB 2026
	3.2-16	02 DEC 2025		3.2-16	24 FEB 2026
	3.2-18	12 JUN 2025		3.2-18	24 FEB 2026
ADENR	1.5-1	02 DEC 2025	ADENR	1.5-1	24 FEB 2026
	2-WMKC-1-3	27 NOV 2025		2-WMKC-1-3	24 FEB 2026
	2-WMKC-1-4	27 NOV 2025		2-WMKC-1-4	24 FEB 2026
	2-WMKC-1-5	27 NOV 2025		2-WMKC-1-5	24 FEB 2026
	2-WMKC-1-6	27 NOV 2025		2-WMKC-1-6	24 FEB 2026
	2-WMKC-1-7	27 NOV 2025		2-WMKC-1-7	24 FEB 2026
	2-WMKC-1-8	27 NOV 2025		2-WMKC-1-8	24 FEB 2026

DESTROY		INSERT	
2-WMKC-1-9	27 NOV 2025	2-WMKC-1-9	24 FEB 2026
2-WMKC-1-10	27 NOV 2025	2-WMKC-1-10	24 FEB 2026
-	-	2-WMKC-1-11	24 FEB 2026
-	-	2-WMKC-1-12	24 FEB 2026
2-WMKC-2-1	27 NOV 2025	2-WMKC-2-1	24 FEB 2026
2-WMKC-2-3	27 NOV 2025	2-WMKC-2-3	24 FEB 2026
2-WMKC-2-5	27 NOV 2025	2-WMKC-2-5	24 FEB 2026
2-WMKD-1-9	19 FEB 2026	2-WMKD-1-9	24 FEB 2026
2-WMKD-1-10	19 FEB 2026	2-WMKD-1-10	24 FEB 2026
2-WMKD-1-11	19 FEB 2026	2-WMKD-1-11	24 FEB 2026
2-WMKD-1-12	19 FEB 2026	2-WMKD-1-12	24 FEB 2026
2-WMKE-1-1	12 JUN 2025	2-WMKE-1-1	24 FEB 2026
2-WMKE-1-8	12 JUN 2025	2-WMKE-1-8	24 FEB 2026
2-WMKE-1-9	12 JUN 2025	2-WMKE-1-9	24 FEB 2026
2-WMKE-1-10	19 FEB 2026	2-WMKE-1-10	24 FEB 2026
2-WMKJ-1-2	04 SEP 2025	2-WMKJ-1-2	24 FEB 2026
2-WMKJ-1-14	04 SEP 2025	2-WMKJ-1-14	24 FEB 2026
2-WMKJ-1-15	04 SEP 2025	2-WMKJ-1-15	24 FEB 2026
2-WMKK-1-3	19 FEB 2026	2-WMKK-1-3	24 FEB 2026
2-WMKK-1-22	19 FEB 2026	2-WMKK-1-22	24 FEB 2026
2-WMKK-1-25	03 OCT 2024	2-WMKK-1-25	24 FEB 2026
2-WMKK-1-26	19 FEB 2026	2-WMKK-1-26	24 FEB 2026
2-WMKK-1-28	10 SEP 2021	2-WMKK-1-28	24 FEB 2026
2-WMKK-1-29	19 FEB 2026	2-WMKK-1-29	24 FEB 2026
2-WMKK-1-30	19 FEB 2026	2-WMKK-1-30	24 FEB 2026
2-WMKK-1-31	19 FEB 2026	2-WMKK-1-31	24 FEB 2026
2-WMKK-1-32	19 FEB 2026	2-WMKK-1-32	24 FEB 2026
2-WMKK-1-33	19 FEB 2026	2-WMKK-1-33	24 FEB 2026
2-WMKK-1-34	19 FEB 2026	2-WMKK-1-34	24 FEB 2026
2-WMKK-1-35	19 FEB 2026	2-WMKK-1-35	24 FEB 2026
2-WMKK-1-36	19 FEB 2026	2-WMKK-1-36	24 FEB 2026
2-WMKK-1-37	19 FEB 2026	2-WMKK-1-37	24 FEB 2026
2-WMKK-1-38	19 FEB 2026	2-WMKK-1-38	24 FEB 2026
2-WMKK-1-39	19 FEB 2026	2-WMKK-1-39	24 FEB 2026
2-WMKK-1-40	19 FEB 2026	2-WMKK-1-40	24 FEB 2026
2-WMKK-1-41	19 FEB 2026	2-WMKK-1-41	24 FEB 2026
2-WMKK-1-42	19 FEB 2026	2-WMKK-1-42	24 FEB 2026
2-WMKK-1-43	19 FEB 2026	2-WMKK-1-43	24 FEB 2026
2-WMKK-1-44	19 FEB 2026	2-WMKK-1-44	24 FEB 2026

DESTROY		INSERT	
2-WMKK-1-45	19 FEB 2026	2-WMKK-1-45	24 FEB 2026
-	-	2-WMKK-1-46	24 FEB 2026
-	-	2-WMKK-1-47	24 FEB 2026
-	-	2-WMKK-1-48	24 FEB 2026
2-WMKK-6-13	19 FEB 2026	2-WMKK-6-13	24 FEB 2026
2-WMKK-6-14	19 FEB 2026	2-WMKK-6-14	24 FEB 2026
2-WMKK-6-15	19 FEB 2026	2-WMKK-6-15	24 FEB 2026
2-WMKK-6-16	19 FEB 2026	2-WMKK-6-16	24 FEB 2026
2-WMKP-1-11	02 DEC 2025	2-WMKP-1-11	24 FEB 2026
2-WMKP-8-11	02 DEC 2025	2-WMKP-8-11	24 FEB 2026
2-WMSA-1-12	28 NOV 2024	2-WMSA-1-12	24 FEB 2026
2-WMSA-1-13	03 OCT 2024	2-WMSA-1-13	24 FEB 2026
2-WMSA-1-14	12 JUN 2025	2-WMSA-1-14	24 FEB 2026
2-WMSA-1-15	03 OCT 2024	2-WMSA-1-15	24 FEB 2026
2-WBGB-1-11	19 FEB 2026	2-WBGB-1-11	24 FEB 2026
2-WBGB-8-4	02 DEC 2025	2-WBGB-8-4	24 FEB 2026

**1. Hand amendments**

NIL

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

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

AIP SUP	11/26
AIC	NIL
NOTAM	NIL

- END -

## GEN 0.3 RECORD OF AIP SUPPLEMENTS

NR / Year	Subject	AIP section(s) affected	Period of validity	Cancellation record
12/2023	KUALA LUMPUR INTERNATIONAL AIRPORT (WMKK) WORK IN PROGRESS	AD	09 MAR 2023 - UFN	
24/2023	MULU AIRPORT (WBMU) RUNWAY SURFACE CRACK AND DEPRESSION	AD	22 JUN 2023 - UFN	
49/2023	KUALA LUMPUR INTERNATIONAL AIRPORT (WMKK) TAXIWAY CLOSE FOR AIRCRAFT LONG LAYOVER PARKING (This AIP Supplement replaces AIP Supplement 19/2023)	AD	14 DEC 2023 - UFN	
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	
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	
55/24	KUCHING INTERNATIONAL AIRPORT (WBGG) TEMPORARY OBSTACLES - TOWER CRANE OPERATION	AD	03 OCT 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	

NR / Year	Subject	AIP section(s) affected	Period of validity	Cancellation record
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	
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	
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	
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	

NR / Year	Subject	AIP section(s) affected	Period of validity	Cancellation record
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	
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	
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	

NR / Year	Subject	AIP section(s) affected	Period of validity	Cancellation record
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 UN-SERVICEABLE		22 JAN 2026 - 19 NOV 2026	
07/26	KUDAT STOLPORT (WBKT) CHANGE OF AERODROME OPERATING HOURS		19 FEB 2026 - 13 MAY 2026	
08/26	LIMBANG AIRPORT (WBGJ) TEMPORARY CLOSURE OF PARKING BAY 3 FOR UPGRADE WORKS		22 JAN 2026 - 30 NOV 2026	
09/26	PENANG INTERNATIONAL AIRPORT (WMKP) RESTRICTION OF FLYING TRAINING SCHOOL AIRCRAFT OPERATIONS		22 JAN 2026 - 31 DEC 2028	
10/26	UNMANNED AIRCRAFT SYSTEM (UAS) ACTIVITY FOR NESTED UAS OPERATION AT BINTULU PORT		22 JAN 2026 - 31 DEC 2026	
11/26	WMKK - KL INTERNATIONAL / SEPANG CHART ERROR - STANDARD DEPARTURE CHART INSTRUMENT (SID)		22 JAN 2026 - PERM	
12/26	KUALA LUMPUR FLIGHT INFORMATION REGION TRIAL OF RESTRICTED AREA WMR416D		19 MAR 2026 - 18 MAR 2029	
13/26	KUANTAN AIRPORT (WMKD) ARRESTOR BARRIER RWY 18 U/S		19 FEB 2026 - 19 FEB 2027	

## GEN 0.4 CHECKLIST OF AIP PAGES

Page	Date	Page	Date	Page	Date
<b>PART 1 - GENERAL (GEN)</b>					
<b>GEN 0.</b>					
0.1-1	12 AUG 2021	1.7-3	20 MAY 2021	2.7-35	02 DEC 2025
0.1-2	02 DEC 2025	1.7-4	25 MAR 2021	2.7-36	02 DEC 2025
0.1-3	02 DEC 2025	1.7-5	29 OCT 2021	2.7-37	02 DEC 2025
0.1-4	25 MAR 2021	1.7-6	25 MAR 2021	2.7-38	02 DEC 2025
0.2-1	24 FEB 2022	<b>GEN 2.</b>			
0.2-2	16 AUG 2018	2.1-1	16 AUG 2018	2.7-39	02 DEC 2025
0.3-1	24 FEB 2026*	2.1-2	02 DEC 2025	2.7-40	02 DEC 2025
0.3-2	24 FEB 2026*	2.2-1	25 MAR 2021	2.7-41	02 DEC 2025
0.3-3	24 FEB 2026*	2.2-2	25 MAR 2021	2.7-42	02 DEC 2025
0.3-4	24 FEB 2026*	2.2-3	25 MAR 2021	2.7-43	02 DEC 2025
0.4-1	24 FEB 2026*	2.2-4	25 MAR 2021	2.7-44	02 DEC 2025
0.4-2	24 FEB 2026*	2.2-5	25 MAR 2021	2.7-45	02 DEC 2025
0.4-3	24 FEB 2026*	2.2-6	25 MAR 2021	2.7-46	02 DEC 2025
0.4-4	24 FEB 2026*	2.2-7	05 NOV 2020	2.7-47	02 DEC 2025
0.4-5	24 FEB 2026*	2.2-8	16 AUG 2018	2.7-48	02 DEC 2025
0.4-6	24 FEB 2026*	2.2-9	20 MAY 2021	2.7-49	02 DEC 2025
0.4-7	24 FEB 2026*	2.2-10	16 AUG 2018	2.7-50	02 DEC 2025
0.4-8	24 FEB 2026*	2.3-1	16 AUG 2018	2.7-51	02 DEC 2025
0.4-9	24 FEB 2026*	2.3-2	16 AUG 2018	2.7-52	02 DEC 2025
0.4-10	24 FEB 2026*	2.3-3	20 MAY 2021	2.7-53	02 DEC 2025
0.4-11	24 FEB 2026*	2.3-4	16 AUG 2018	2.7-54	02 DEC 2025
0.4-12	24 FEB 2026*	2.3-5	16 AUG 2018	2.7-55	02 DEC 2025
0.4-13	24 FEB 2026*	2.3-6	16 AUG 2018	2.7-56	02 DEC 2025
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**KOTA KINABALU INTERNATIONAL**

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2-WBKK-1-3	19 FEB 2026
2-WBKK-1-4	19 FEB 2026
2-WBKK-1-5	19 FEB 2026
2-WBKK-1-6	19 FEB 2026
2-WBKK-1-7	19 FEB 2026
2-WBKK-1-8	19 FEB 2026
2-WBKK-1-9	19 FEB 2026
2-WBKK-1-10	19 FEB 2026
2-WBKK-1-11	19 FEB 2026
2-WBKK-1-12	19 FEB 2026
2-WBKK-1-13	19 FEB 2026
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



Page	Date	Page	Date
2-WBGK-8-4	08 DEC 2022	2-WBGW-2-3	19 FEB 2026
2-WBGK-8-5	04 SEP 2025	2-WBGW-2-4	28 MAR 2019
2-WBGK-8-6	08 SEP 2022		
2-WBGK-8-7	04 SEP 2025	<b>BARIO</b>	
2-WBGK-8-8	08 SEP 2022	2-WBGZ-1-1	12 JUN 2025
2-WBGK-8-9	04 SEP 2025	2-WBGZ-1-2	12 JUN 2025
2-WBGK-8-10	08 SEP 2022	2-WBGZ-1-3	12 JUN 2025
2-WBGK-8-11	04 SEP 2025	2-WBGZ-1-4	12 JUN 2025
2-WBGK-8-12	08 SEP 2022	2-WBGZ-1-5	25 MAR 2025
		2-WBGZ-1-6	25 MAR 2025
<b>LONG AKAH</b>		2-WBGZ-1-7	25 MAR 2025
2-WBGA-1-1	26 MAR 2020	2-WBGZ-1-8	25 MAR 2025
2-WBGA-1-2	26 MAR 2020	2-WBGZ-2-1	12 JUN 2025
2-WBGA-1-3	25 MAR 2025	2-WBGZ-2-2	26 MAR 2020
2-WBGA-1-4	26 MAR 2020	2-WBGZ-2-3	12 JUN 2025
2-WBGA-1-5	26 MAR 2020	2-WBGZ-2-4	26 MAR 2020
2-WBGA-1-6	26 MAR 2020		
2-WBGA-2-1	26 MAR 2020	<b>KUDAT</b>	
2-WBGA-2-2	26 MAR 2020	2-WBKT-1-1	16 AUG 2018
2-WBGA-2-3	26 MAR 2020	2-WBKT-1-2	16 AUG 2018
2-WBGA-2-4	26 MAR 2020	2-WBKT-1-3	25 MAR 2025
		2-WBKT-1-4	28 MAR 2019
<b>LONG BANGA</b>		2-WBKT-1-5	25 MAR 2021
2-WBGL-1-1	16 AUG 2018	2-WBKT-1-6	28 MAR 2019
2-WBGL-1-2	26 MAR 2020	2-WBKT-2-1	05 NOV 2020
2-WBGL-1-3	26 MAR 2020	2-WBKT-2-2	28 MAR 2019
2-WBGL-1-4	26 MAR 2020	2-WBKT-2-3	05 NOV 2020
2-WBGL-1-5	26 MAR 2020	2-WBKT-2-4	28 MAR 2019
2-WBGL-1-6	26 MAR 2020		
2-WBGL-2-1	26 MAR 2020	<b>TANJUNG MANIS</b>	
2-WBGL-2-2	26 MAR 2020	2-WBTM-1-1	04 SEP 2025
2-WBGL-2-3	26 MAR 2020	2-WBTM-1-2	27 NOV 2025
2-WBGL-2-4	26 MAR 2020	2-WBTM-1-3	27 NOV 2025
		2-WBTM-1-4	27 NOV 2025
<b>MARUDI</b>		2-WBTM-1-5	27 NOV 2025
2-WBGM-1-1	23 MAY 2023	2-WBTM-1-6	19 FEB 2026
2-WBGM-1-2	20 MAR 2025	2-WBTM-2-1	25 MAR 2025
2-WBGM-1-3	25 MAR 2025	2-WBTM-2-2	08 SEP 2022
2-WBGM-1-4	25 MAR 2025		
2-WBGM-1-5	25 MAR 2025	<b>AD 4.</b>	
2-WBGM-1-6	25 MAR 2025	4.1-1	08 DEC 2022
2-WBGM-1-7	28 FEB 2023	4.1-2	08 DEC 2022
2-WBGM-1-8	28 FEB 2023	4.1-3	08 DEC 2022
2-WBGM-2-1	20 MAR 2025	4.1-4	08 DEC 2022
2-WBGM-2-2	28 MAR 2019	4.1-5	15 AUG 2023
2-WBGM-2-3	20 MAR 2025	4.1-6	08 DEC 2022
2-WBGM-2-4	28 MAR 2019		
		<b>BAKELALAN</b>	
2-WBGQ-1-1	26 MAR 2020	2-WBGQ-1-1	26 MAR 2020
2-WBGQ-1-2	26 MAR 2020	2-WBGQ-1-2	26 MAR 2020
2-WBGQ-1-3	26 MAR 2020	2-WBGQ-1-3	26 MAR 2020
2-WBGQ-1-4	26 MAR 2020	2-WBGQ-1-4	26 MAR 2020
2-WBGQ-1-5	26 MAR 2020	2-WBGQ-1-5	26 MAR 2020
2-WBGQ-1-6	26 MAR 2020	2-WBGQ-1-6	26 MAR 2020
2-WBGQ-2-1	26 MAR 2020	2-WBGQ-2-1	26 MAR 2020
2-WBGQ-2-2	26 MAR 2020	2-WBGQ-2-2	26 MAR 2020
2-WBGQ-2-3	26 MAR 2020	2-WBGQ-2-3	26 MAR 2020
2-WBGQ-2-4	26 MAR 2020	2-WBGQ-2-4	26 MAR 2020
<b>LAWAS</b>			
2-WBGW-1-1	31 DEC 2024		
2-WBGW-1-2	19 FEB 2026		
2-WBGW-1-3	19 FEB 2026		
2-WBGW-1-4	19 FEB 2026		
2-WBGW-1-5	19 FEB 2026		
2-WBGW-1-6	19 FEB 2026		
2-WBGW-2-1	19 FEB 2026		
2-WBGW-2-2	28 MAR 2019		

**INTENTIONALLY BLANK**

**1.1.9 METEOROLOGY**

Senior Director  
National Aviation Meteorological Centre,  
First Floor, Airport Administration Center,  
Kuala Lumpur International Airport,  
64000 Sepang,  
Selangor Darul Ehsan, Malaysia.

TEL: +603 - 87872360 / 87872110  
Telefax: +603 -87871019/87871020  
e-mail: [klia@met.gov.my](mailto:klia@met.gov.my)  
URL: [www.met.gov.my](http://www.met.gov.my)

**1.1.10 AIR ACCIDENT INVESTIGATION BUREAU**

Chief Inspector  
Level 8, No. 26,  
Jalan Tun Hussein, Precint 4,  
Federal Government Administration Centre,  
62100 WP Putrajaya,  
Malaysia.

TEL: +603 - 8892 8080 (Hotline) / +603 - 8892 1071  
Telefax: NIL  
e-mail: [AAIB@mot.gov.my](mailto:AAIB@mot.gov.my)  
AFS: NIL  
URL: <https://www.mot.gov.my/en/AAIB>

**STATE OF SABAH****1.1.11 CIVIL AVIATION**

Chief Executive Officer  
Civil Aviation Authority of Malaysia (CAAM)  
Level 1 - 4 Podium A & B Precint 4,  
62618 Putrajaya, Malaysia

TEL: +60 3 8871 4000  
URL: <https://www.caam.gov.my>

**1.1.12 CUSTOMS**

Sabah State Customs Director  
Royal Customs and Excise  
Customs Building, Jalan Haji Saman  
88596 Kota Kinabalu  
Sabah.

TEL: +60 8 8233723/ 231411  
Telefax: +608 8242160  
AFS: NIL

**1.1.13 IMMIGRATION**

Sabah State Immigration Director  
Immigration Office  
4th & 5th Floor  
Bangunan Wisma Dang Bandang  
Jalan Tuanku Abdul Rahman  
88550 Kota Kinabalu  
Sabah.

TEL: +608 8216711 / 216712 / 214210  
Telefax: +608 8240005  
Telex: NIL  
AFS: NIL

**1.1.14 HEALTH**

Director of Health  
Jalan Mat Salleh  
88590 Kota Kinabalu  
Sabah.

TEL: +608 8232277  
Telefax: +608 8239436  
Telex: NIL  
AFS: NIL

**1.1.15 AIRPORT CHARGES**

Malaysia Airports Sdn Bhd  
Kota Kinabalu International Airport  
Locked Bag No. 134  
Level 5, Terminal Building  
88740 Kota Kinabalu  
Sabah

TEL: (+60) 88 325 555  
Telefax: (+60) 88 325 551  
AFS: NIL  
e-mail: masb\_bki@malaysiaairports.com.my  
URL: : www.malaysiaairports.com.my

**1.1.16 AGRICULTURE**

Pengarah Pertanian Negeri Sabah  
Pejabat Pertanian Negeri Sabah  
Tingkat Bawah, Menara Khidmat,  
Jalan Belia  
88632 Kota Kinabalu, Sabah

TEL: (+60) 8 8283283  
Telefax: (+60) 8 8239046

**1.1.17 METEOROLOGY**

Senior Director  
National Aviation Meteorological Centre,  
First Floor, Airport Administration Center,  
Kuala Lumpur International Airport,  
64000 Sepang,  
Selangor Darul Ehsan, Malaysia.

TEL: +603 - 87872360 / 87872110  
Telefax: +603-87871019/87871020  
e-mail: klia@met.gov.my  
URL: www.met.gov.my

**1.1.18 AIR ACCIDENT INVESTIGATION BUREAU**

Chief Inspector  
Level 8, No. 26,  
Jalan Tun Hussein, Precint 4,  
Federal Government Administration Centre,  
62100 WP Putrajaya,  
Malaysia.

TEL: +603 - 8892 8080 (Hotline) / +603 - 8892 1071  
Telefax: NIL  
e-mail: AAIB@mot.gov.my  
AFS: NIL  
URL: https://www.mot.gov.my/en/AAIB

**STATE OF SARAWAK****1.1.19 CIVIL AVIATION**

Chief Executive Officer  
Civil Aviation Authority of Malaysia (CAAM)  
Level 1 - 4 Podium A & B Precint 4,  
62618 Putrajaya, Malaysia

TEL: +60 3 8871 4000  
URL: <https://www.caam.gov.my>

**1.1.20 CUSTOMS**

Sarawak State Customs Director  
Royal Customs and Excise  
Jalan Gedung  
Bintawa, Peti Surat 1385  
93596 Kuching  
Sarawak.

TEL: (+60) 8 2333133  
Telefax: (+60) 8 2332204 / 330152  
AFS: NIL

**1.1.21 IMMIGRATION**

Sarawak State Immigration Director  
Immigration Office  
1st & 2nd Floor  
Bangunan Sultan Iskandar  
Jalan Simpang Tiga  
93908 Kuching  
Sarawak.

TEL: (+60) 8 2245661 / 240301  
Telefax: (+60) 8 2240390  
Telex: NIL  
AFS: NIL

**1.1.22 HEALTH**

Director of Health  
Jalan Tun Abang Hj. Openg  
93590 Kuching  
Sarawak.

TEL: (+60) 8 2256566  
Telefax: (+60) 8 2424959  
Telex: NIL  
AFS: NIL

**1.1.23 AGRICULTURE QUARANTINE**

Director of Agriculture  
Agriculture Department  
3rd - 6th Floors, State Complex  
Jalan Simpang Tiga  
93632 Kuching  
Sarawak.

TEL: (+60) 8 2254111  
Telefax: (+60) 8 2426879  
Telex: NIL  
AFS: NIL

**1.1.24 AIRPORT CHARGES**

Malaysia Airports Sdn Bhd  
Kuching International Airport  
P.O Box1070  
93722 Kuching  
Sarawak

TEL: (+60) 82 454 242  
Telefax: (+60) 82 458 587  
AFS: NIL

e-mail: masb\_kch@malaysiaairports.com.my  
URL: www.malaysiaairports.com.my

**1.1.25 ANIMAL QUARANTINE**

Senior Assistant Director of Agriculture  
(Veterinary)  
Veterinary Branch  
Agriculture Department  
6th Floor, State Complex  
Jalan Simpang Tiga  
93632 Kuching  
Sarawak.

TEL: (+60) 8 2254111 / 251575  
Telefax: (+60) 8 2251575  
Telex: NIL  
AFS: NIL

**1.1.26 AGRICULTURE**

Pengarah Pertanian Negeri Sarawak  
Pejabat Pertanian Negeri Sarawak  
Bangunan Tun Datuk Patinggi Tuanku Haji  
Bujang  
93632 Kuching  
Sarawak

TEL: (+60) 8 2441000  
Telefax: (+60) 8 2447821

**1.1.27 METEOROLOGY**

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National Aviation Meteorological Centre,  
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**1.1.28 AIR ACCIDENT INVESTIGATION BUREAU**

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Telefax: NIL  
e-mail: AAIB@mot.gov.my  
AFS: NIL  
URL: https://www.mot.gov.my/en/AAIB

## 3.1.5 List of Aeronautical Charts Available

## 3.1.5.1 Aerodrome Chart - ICAO (AC)

Title of series	Name of Chart	Reference	Date
Aerodrome Charts - ICAO (AC)	ALOR SETAR	AD 2-WMKA-2-1	27 NOV 2025
	BINTULU	AD 2-WBGB-2-1	04 SEP 2025
	GONG KEDAK	AD 2-WMGK-2-1	29 OCT 2021
	IPOH	AD 2-WMKI-2-1	28 NOV 2024
	JOHOR BAHRU	AD 2-WMKJ-2-1	04 SEP 2025
	KERTEH	AD 2-WMKE-2-1	26 MAR 2020
	KL INTERNATIONAL	AD 2-WMCK-2-1	27 NOV 2025
	KOTA BHARU	AD 2-WMKC-2-1	24 FEB 2026
	KOTA KINABALU	AD 2-WBKK-2-1	28 NOV 2024
	KUALA TERENGGANU	AD 2-WMKN-2-1	27 NOV 2025
	KUANTAN	AD 2-WMKD-2-1	28 NOV 2024
	KUCHING	AD 2-WBGG-2-1	28 NOV 2024
	KUDAT	AD 2-WBKT-2-1	05 NOV 2020
	LAHAD DATU	AD 2-WBKD-2-1	28 NOV 2024
	LABUAN	AD 2-WBKL-2-1	27 NOV 2025
	LANGKAWI	AD 2-WMKL-2-1	28 NOV 2024
	LAWAS	AD 2-WBGW-2-1	08 OCT 2024
	LIMBANG	AD 2-WBGJ-2-1	31 DEC 2024
	MALACCA	AD 2-WMKM-2-1	09 SEP 2025
	MARUDI	AD 2-WBGM-2-1	20 MAR 2025
	MIRI	AD 2-WBGR-2-1	28 NOV 2024
	MUKAH	AD 2-WBGK-2-1	27 NOV 2025
	PENANG	AD 2-WMKP-2-1	27 NOV 2025
	PULAU REDANG	AD 2-WMPR-2-1	04 SEP 2025
	PULAU TIOMAN	AD 2-WMBT-2-1	15 SEP 2022
	SANDAKAN	AD 2-WBKS-2-1	20 MAR 2025
	SIBU	AD 2-WBGS-2-1	04 SEP 2025
	SUBANG	AD 2-WMSA-2-1	28 NOV 2024
	TAWAU	AD 2-WBKW-2-1	28 NOV 2024
	MULU	AD 2-WBMU-2-1	28 NOV 2024
	PULAU PANGKOR	AD 2-WMPA-2-1	08 SEP 2022
	LONG AKAH	AD 2-WBGA-2-1	26 MAR 2020
	LONG LELLANG	AD 2-WBGF-2-1	26 MAR 2020
LONG SERIDAN	AD 2-WBGI-2-1	26 MAR 2020	
LONG BANGA	AD 2-WBGL-2-1	26 MAR 2020	
BAKELALAN	AD 2-WBGQ-2-1	26 MAR 2020	
BARIO	AD 2-WBGZ-2-1	12 JUN 2025	
TANJUNG MANIS	AD 2-WBTM-2-1	25 MAR 2025	

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

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

3.1.5.3 Precision Approach Terrain Charts - ICAO

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

3.1.5.4 Standard Departure Chart - Instrument - ICAO (SID)

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

Title of series	Name of Chart	Reference	Date
	<b>IPOH</b>		
	RWY 22 RNAV (GNSS) AGRES 2B DUDAD 2B LUTMI 2B	AD 2-WMKI-6-1	08 OCT 2024
	RWY 22 RNAV (GNSS) AGRES 2B DUDAD 2B LUTMI 2B	AD 2-WMKI-6-3	08 OCT 2024
	<b>JOHOR BAHRU</b>		
	RWY 16/34 JOHOR RADAR TWO DEPARTURE	AD 2-WMKJ-6-1	08 DEC 2022
	RWY 16 RNAV AROSO 1J ADLOV 1J PIMOK 1J SABKA 1J	AD 2-WMKJ-6-3	08 DEC 2022
	RWY 16 RNAV AROSO 2J ADLOV 2J SABKA 2J OMKOM 2J	AD 2-WMKJ-6-7	08 DEC 2022
	RWY 34 RNAV AROSO 1K ADLOV 1K PIMOK 1K OMKOM 1K SABKA 1K	AD 2-WMKJ-6-11	08 DEC 2022
	RWY 16 AROSO 1L SABKA 1L PIMOK 1L	AD 2-WMKJ-6-15	08 DEC 2022
	RWY 16 AROSO 2L ADLOV 2L OMKOM 2L	AD 2-WMKJ-6-17	08 DEC 2022
	RWY 34 AROSO 1M ADLOV 1M OMKOM 1M PIMOK 1M SABKA 1M	AD 2-WMKJ-6-19	08 DEC 2022
	<b>KL INTERNATIONAL</b>		
	<b>RADAR DEPARTURES</b>	AD 2-WMCK-6-1	23 MAY 2019
	RWY14L RNAV (GNSS) PUGER 1A BIKDU 1A SALAX 1A IBUKU 1A PIBOS 1A MITOS 1A ATIMU 1A KIMAT 1A RUSBU 1A	AD 2-WMCK-6-3	10 SEP 2021
	RWY14R RNAV (GNSS) PUGER 1B BIKDU 1B SALAX 1B IBUKU 1B PIBOS 1B MITOS 1BATIMU 1B KIMAT 1B RUSBU 1B	AD 2-WMCK-6-7	10 SEP 2021
	RWY 14R DEPARTURES FOR SAAS SUBANG	AD 2-WMCK-6-11	08 OCT 2024
	RWY15 RNAV (GNSS) PUGER 1C BIKDU 3C SALAX 1C IBUKU 1C PIBOS 3C MITOS 1C ATIMU 1C KIMAT 1C RUSBU 1C	AD 2-WMCK-6-13	24 FEB 2026
	RWY32R RNAV (GNSS) PUGER 1D BIKDU 1D SALAX 1D IBUKU 1D PIBOS 1D MITOS 1D ATIMU 1D KIMAT 1D RUSBU 1D	AD 2-WMCK-6-17	10 SEP 2021
	RWY 32R DEPARTURES FOR SAAS SUBANG	AD 2-WMCK-6-21	08 OCT 2024
	RWY 32L RNAV(GNSS) PUGER 1E BIKDU 1E SALAX 1E IBUKU 1E PIBOS 1E MITOS 1E ATIMU 1E KIMAT 1E RUSBU 1E	AD 2-WMCK-6-23	30 JAN 2024
	RWY 33 RNP 1 (GNSS) PUGER 1F BIKDU 1F SALAX 1F IBUKU 1F PIBOS 1F MITOS 1F ATIMU 1F KIMAT 3F RUSBU 1F	AD 2-WMCK-6-29	31 DEC 2024
	<b>KOTA BHARU</b>		
	RWY 10/28 KOTA BHARU RADAR 1	AD 2-WMCK-6-1	28 FEB 2023
	RWY 10 RNAV (GNSS) GUGIT 1A RUPOS 1A OPOMO 1A DUBMU 1A	AD 2-WMCK-6-3	31 DEC 2024
	RWY 10 OPOMO 1C DUBMU 1C GUGIT 1C RUPOS 1C	AD 2-WMCK-6-7	31 DEC 2024
	RWY 28 RNAV (GNSS) OPOMO 1B DUBMU 1B GUGIT 1B RUPOS 1B	AD 2-WMCK-6-9	31 DEC 2024
	RWY 28 OPOMO 1D DUBMU 1D GUGIT 1D RUPOS 1D	AD 2-WMCK-6-13	31 DEC 2024
	<b>KOTA KINABALU</b>		
	RWY 02/20 RADAR TWO DEPARTURE	AD 2-WBKK-6-1	08 DEC 2022
	RWY 02 DEPARTURES (LEFT TURN) RNAV 1	AD 2-WBKK-6-3	08 DEC 2022
	RWY 02 DEPARTURES (RIGHT/LEFT TURN) RNAV 1	AD 2-WBKK-6-7	08 DEC 2022
	RWY 20 DEPARTURES (RIGHT TURN) RNAV 1	AD 2-WBKK-6-11	08 DEC 2022
	RWY 20 DEPARTURES (LEFT TURN) RNAV 1	AD 2-WBKK-6-15	08 DEC 2022
	RWY 02 (VOR/DME) ADLEX 1J	AD 2-WBKK-6-17	08 DEC 2022

Title of series	Name of Chart	Reference	Date
	RWY 02 (VOR/DME) ENBAX 1J	AD 2-WBKK-6-19	08 DEC 2022
	RWY 20 (VOR/DME) ADLEX 1K	AD 2-WBKK-6-21	08 DEC 2022
	RWY 20 (VOR/DME) ENBAX 1K	AD 2-WBKK-6-23	08 DEC 2022
<b>KUANTAN</b>			
	RWY 18/36 KUANTAN RADAR 1 DEP	AD 2-WMKD-6-1	28 MAR 2019
	RWY 18 ADNUT B PEKAN B GUNBO B KERTEH B	AD 2-WMKD-6-3	28 MAR 2019
	RWY 36 (RNAV) ADNUT C PEKAN C GUNBO C KERTEH C	AD 2-WMKD-6-5	28 MAR 2019
	RWY 36 ADNUT A PEKAN A GUNBO A KERTEH A	AD 2-WMKD-6-7	28 MAR 2019
<b>KUCHING</b>			
	RWY 25/07 RADAR DEPARTURE	AD 2-WBGG-6-1	15 AUG 2023
	RWY 07 (RNAV) ESBAL 1K DEP MOXUN 1J DEP TEMES 1H DEP (VIA PEGDU)	AD 2-WBGG-6-3	08 OCT 2024
	RWY 07 (RNAV) OROMA 1H DEP LUTMO 1H DEP KIKAK 1J DEP	AD 2-WBGG-6-5	08 OCT 2024
	RWY 25 (RNAV) AGTEB 1A OLTOB 1B OLTOB 1A IDUNO 1A	AD 2-WBGG-6-7	08 OCT 2024
	RWY 25 KIKAK 1C DEP KIKAK 1D DEP LUTMO 1C DEP LUTMO 1D DEP OROMA 1C DEP	AD 2-WBGG-6-9	08 OCT 2024
	RWY 07 (RNAV) PAPSA 1G MOXUN 1H ESBAL 1J DEP (VIA RUNVO)	AD 2-WBGG-6-11	08 OCT 2024
	RWY 07 MOXUN 1K DEP TEMES 1J DEP PAPSA 1H DEP ESBAL 1L DEP	AD 2-WBGG-6-13	08 OCT 2024
	RWY 07 OROMA 1J DEP KIKAK 1K DEP LUTMO 1J DEP	AD 2-WBGG-6-15	08 OCT 2024
	RWY 25 (RNAV) TEMES 1D DEP MOXUN 1D DEP ESBAL 1E DEP PAPSA 1C DEP	AD 2-WBGG-6-17	08 OCT 2024
	RWY 25 TEMES 1E DEP MOXUN 1E DEP ESBAL 1F DEP PAPSA 1D DEP	AD 2-WBGG-6-19	08 OCT 2024
<b>LANGKAWI</b>			
	RADAR DEPARTURE	AD 2-WMKL-6-1	29 OCT 2021
	RWY 21 KAPKO 1D AKRAB 1D ANDOK 1D MULOT 1D RUVTO 1D ISTEEL 1D	AD 2-WMKL-6-3	29 OCT 2021
	RWY 21 RNAV (GNSS) RWY21 RUVTO 1B AKRAB 1B ANDOK 1B ISTEEL 1B MULOT 1B KAPKO 1B	AD 2-WMKL-6-5	29 OCT 2021
<b>LIMBANG</b>			
	RWY 04	AD 2-WBGJ-6-1	31 DEC 2024
	RWY 22	AD 2-WBGJ-6-3	31 DEC 2024
<b>MALACCA</b>			
	RADAR DEPARTURE RWY 03 AND RWY 21	AD 2-WMKM-6-1	09 SEP 2025
	RWY 03 RNAV (GNSS) RUSBU 1Q OGAKO 1Q DOSIK 3Q SAPAT 3Q IRMIB 1Q	AD 2-WMKM-6-3	09 SEP 2025
	RWY 03 RUSBU 4Q OGAKO 4Q DOSIK 4Q SAPAT 4Q IRMIB 4Q	AD 2-WMKM-6-7	09 SEP 2025
	RWY 21 RNAV (GNSS) RUSBU 1R OGAKO 1R DOSIK 1R SAPAT 3R IRMIB 3R	AD 2-WMKM-6-9	09 SEP 2025
	RWY 21 RUSBU 4R OGAKO 4R DOSIK 4R SAPAT 4R IRMIB 4R	AD 2-WMKM-6-13	09 SEP 2025
<b>MIRI</b>			
	MIRI RADAR, RADAR DEPARTURE	AD 2-WBGR-6-1	02 DEC 2021
	RWY 02 ASAKI 1C AROVU 1C BEVDO 1C BIPAS 1C DOXES 1C DUGEV 1C ESLAB 1C EXUGO 1C GODOM 1C	AD 2-WBGR-6-3	08 SEP 2022

Title of series	Name of Chart	Reference	Date
	RWY 02 RNAV (GNSS) ASAKI 1A AROVU 1A BEVDO 1A BIPAS 1A DOXES 1A DUGEV 1A ESLAB 1A EXUGO 1A GODOM 1A	AD 2-WBGR-6-7	08 SEP 2022
	RWY 20 ASAKI 1D AROVU 1D BEVDO 1D BIPAS 1D DOXES 1D DUGEV 1D ESLAB 1D EXUGO 1D GODOM 1D	AD 2-WBGR-6-11	08 SEP 2022
	RWY 20 RNAV (GNSS) ASAKI 1B AROVU 1B BEVDO 1B BIPAS 1B DOXES 1B DUGEV 1B ESLAB 1B EXUGO 1B GODOM 1B	AD 2-WBGR-6-15	08 SEP 2022
<b>MUKAH</b>			
	RWY 15 RNAV (GNSS) TOSOD 1J ADGAB 1J BASUV 1J NOLUS 1J PILAX 1J	AD 2-WBGK-6-1	04 SEP 2025
	RWY 33 RNAV (GNSS) TOSOD 1K ADGAB 1K BASUV 1K NOLUS 1K PILAX 1K	AD 2-WBGK-6-5	04 SEP 2025
	RWY 15 TOSOD 1L ADGAB 1L BASUV 1L NOLUS 1L PILAX 1L	AD 2-WBGK-6-9	04 SEP 2025
	RWY 33 TOSOD 1M ADGAB 1M BASUV 1M NOLUS 1M PILAX 1M	AD 2-WBGK-6-11	04 SEP 2025
<b>PENANG</b>			
	RWY 04/22 PENANG RADAR ONE	AD 2-WMKP-6-1	02 DEC 2025
	RWY 04 RNAV (GNSS) OMBOK 1A GOGOM 1A UGAMO 1A LUNTU 1A BETNU 1A BOGUK 1A KABOT 1A UDIKO 1A MADUM 1A	AD 2-WMKP-6-3	02 DEC 2025
	RWY 04 OMBOK 1C BETNU 1C KABOT 1C MADUM 1C LUNTU 1C BOGUK 1C UDIKO 1C	AD 2-WMKP-6-7	02 DEC 2025
	RWY 22 RNAV (GNSS) OMBOK 1B GOGOM 1B UGAMO 1B LUNTU 1B BETNU 1B BOGUK 1B KABOT 1B UDIKO 1B MADUM 1B	AD 2-WMKP-6-9	02 DEC 2025
	RWY 22 OMBOK 1D BETNU 1D KABOT 1D MADUM 1D LUNTU 1D BOGUK 1D UDIKO 1D	AD 2-WMKP-6-13	02 DEC 2025
<b>SUBANG</b>			
	RADAR DEPARTURES	AD 2-WMSA-6-1	08 OCT 2024
	RWY 15 RNAV (GNSS) BIKDU 3L PIBOS 3L RUSBU 3L MITOS 3L SALAX 3L PUGER 3L IBUKU 3L ATIMU 3L	AD 2-WMSA-6-3	08 OCT 2024
	RWY 15 PULIP 2L PIBOS 2L BATAR 2L MITOS 2L SALAX 2L PUGER 2L SUKAT 2L	AD 2-WMSA-6-7	08 OCT 2024
	RWY 33 PULIP 2N PIBOS 2N BATAR 2N MITOS 2N SALAX 2N PUGER 2N SUKAT 2N	AD 2-WMSA-6-9	08 OCT 2024
<b>SIBU</b>			
	RWY 13/31 RADAR DEPARTURE	AD 2-WBGS-6-1	12 JUN 2025
	RWY 13 RNAV (GNSS) NOLUS 1A REDUK 1A LENTU 1A ELNAL 1A BIPIB 1A ANKUP 1A PILAX 1A	AD 2-WBGS-6-3	04 SEP 2025
	RWY 13 NOLUS 1B REDUK 1B LENTU 1B ELNAL 1B BIPIB 1B ANKUP 1B PILAX 1B	AD 2-WBGS-6-7	04 SEP 2025
	RWY 31 RNAV (GNSS) NOLUS 1C REDUK 1C LENTU 1C ELNAL 1C BIPIB 1C ANKUP 1C PILAX 1C	AD 2-WBGS-6-9	04 SEP 2025
	RWY 31 NOLUS 1D REDUK 1D LENTU 1D ELNAL 1D BIPIB 1D ANKUP 1D PILAX 1D	AD 2-WBGS-6-13	04 SEP 2025
<b>SANDAKAN</b>			
	RWY 26 KUDAT 1A	AD 2-WBKS-6-1	30 JAN 2024
	RWY 08 KUDAT 1D BELDA 1D AKMAR 1D ANKOD 1D LAHAD 1D	AD 2-WBKS-6-3	08 DEC 2022
	RWY 08 RNAV KUDAT 1B BELDA 1B AKMAR 1B ANKOB 1B LAHAD 1B	AD 2-WBKS-6-5	08 SEP 2022

Title of series	Name of Chart	Reference	Date
	<b>TAWAU</b>		
	RWY 06/24 TAWAU RADAR 1	AD 2-WBKW-6-1	29 OCT 2021
	RWY 24 BAXAL 1A AGIGI 1A AKDEM 1A TAWAU 1A	AD 2-WBKW-6-3	01 DEC 2022
	RWY 06 TAWAU 1B BAXAL 1B BILUK 1B	AD 2-WBKW-6-5	29 OCT 2021
	<b>KUALA TERENGGANU</b>		
	RWY 04 RNAV (GNSS) PALNO A	AD 2-WMKN-6-1	25 MAR 2025
	RWY 22 RNAV (GNSS) PALNO B	AD 2-WMKN-6-3	25 MAR 2025
	RWY 04 PALNO C	AD 2-WMKN-6-5	25 MAR 2025
	RWY 22 PALNO D	AD 2-WMKN-6-7	25 MAR 2025
	<b>LABUAN</b>		
	RWY 14 (RNAV 1) LAVED 1R	AD 2-WBKL-6-1	08 DEC 2022
	RWY 14 LAVED 1S	AD 2-WBKL-6-3	08 DEC 2022
	RWY 32 (RNAV 1) LAVED 1U	AD 2-WBKL-6-5	08 DEC 2022
	RWY 32 LAVED 1W	AD 2-WBKL-6-7	08 DEC 2022
	RWY 14/32 LABUAN RADAR 1	AD 2-WBKL-6-9	08 DEC 2022
	<b>KERTEH</b>		
	RWY 34 VOR/DME APATU 1B DEP	AD 2-WMKE-6-1	28 FEB 2023
	RWY 34 VOR/DME APATU 1C DEP	AD 2-WMKE-6-3	28 FEB 2023
RWY 16 VOR/DME APATU 1D DEP	AD 2-WMKE-6-5	28 FEB 2023	

3.1.5.5 Standard Arrival Chart - Instrument - ICAO (STAR)

Title of series	Name of Chart	Reference	Date
Standard Arrival Chart - Instrument - ICAO (STAR)	<b>ALOR SETAR</b>		
	RWY 04 VOR/DME ARC JERAI 1G TAMOS 1G MULOT 1G KARMI 1G	AD 2-WMKA-7-1	16 JUL 2024
	RWY 04 RNAV (GNSS) PAYAR 1E JERAI 1E TAMOS 1E KARMI 1E MULOT 1E	AD 2-WMKA-7-3	16 JUL 2024
	<b>BINTULU</b>		
	RWY 17 RNAV (GNSS) EKETO 1E DUNAS 1E NOKER 1E BENLI 1E BASUV 1E ADGAB 1E	AD 2-WBGB-7-1	12 JUN 2025
	RWY 17 EKETO 1F DUNAS 1F NOKER 1F BENLI 1F BASUV 1F ADGAB 1F	AD 2-WBGB-7-5	12 JUN 2025
	RWY 35 RNAV (GNSS) EKETO 1G DUNAS 1G NOKER 1G BENLI 1G BASUV 1G ADGAB 1G	AD 2-WBGB-7-7	02 DEC 2025
	RWY 35 EKETO 1H DUNAS 1H NOKER 1H BENLI 1H BASUV 1H ADGAB 1H	AD 2-WBGB-7-11	02 DEC 2025
	<b>JOHOR BAHRU</b>		
	RWY 16 RNAV EMTUV 1E OMKOM 1E PIMOK 1E ADLOV 1E	AD 2-WMKJ-7-5	08 DEC 2022
	RWY 16 ARRIVAL (11 DME ARC) ADLOV 1G OMKOM 1G PIMOK 1G EMTUV 1G (TABULAR 1)	AD 2-WMKJ-7-5	08 DEC 2022
	<b>KL INTERNATIONAL</b>		
	RWY32R, 32L, 33, 14L, 14R, 15 RNAV (GNSS) PMS EAST PUGER 1G KAKAK 1G SAROX 1G NIREN 1G PULIP 1G GUPTA 1G SALAX 1G	AD 2-WMCK-7-1	10 SEP 2021
	RWY32R, 32L, 33, 14L, 14R, 15 RNAV (GNSS) PMS EAST PUGER 1H KAKAK 1H SAROX 1H NIREN 1H PULIP 1H GUPTA 1H SALAX 1H	AD 2-WMCK-7-7	10 SEP 2021
	RWY32R, 32L, 33 RNAV (GNSS) PMS SOUTH PUGER 1J KAKAK 1J SAROX 1J NIREN 1J PULIP 1J GUPTA 1J SALAX 1J	AD 2-WMCK-7-13	10 SEP 2021
	RWY32R, 32L, 33 RNP 1 (GNSS) PUGER 3J KAKAK 3J SAROX 3J NIREN 3J PULIP 3J GUPTA 3J SALAX 3J	AD 2-WMCK-7-19	23 MAY 2023

Title of series	Name of Chart	Reference	Date
	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	10 SEP 2021
	RWY 14L, 14R, 15 RNP 1 (GNSS) PUGER 3K KAKAK 3K SAROX 3K NIREN 3K PULIP 3K GUPTA 3K SALAX 3K	AD 2-WMKK-7-27	09 MAR 2023
	RWY 14L INITIAL APPROACH PROCEDURE VIA PMS EAST / WEST / NORTH	AD 2-WMKK-7-31	08 SEP 2022
	RWY 14R RNAV (GNSS) INITIAL APPROACH PROCEDURE VIA PMS EAST / WEST / NORTH	AD 2-WMKK-7-33	30 JAN 2024
	RWY 15 INITIAL APPROACH PROCEDURE VIA PMS EAST / WEST / NORTH	AD 2-WMKK-7-35	30 JAN 2024
	RWY 32L INITIAL APPROACH PROCEDURE VIA PMS EAST / WEST / SOUTH	AD 2-WMKK-7-37	30 JAN 2024
	RWY 32R INITIAL APPROACH PROCEDURE VIA PMS EAST / WEST / SOUTH	AD 2-WMKK-7-39	30 JAN 2024
	RWY 33 INITIAL APPROACH PROCEDURE VIA PMS EAST / WEST / SOUTH	AD 2-WMKK-7-41	30 JAN 2024
<b>KOTA KINABALU</b>			
	RWY 20 ARRIVALS (WEST) (RNAV 1) ADLEX 1A	AD 2-WBKK-7-1	08 DEC 2022
	RWY 20 ARRIVALS (EAST) (RNAV 1) ELADO 2A	AD 2-WBKK-7-5	07 NOV 2023
	RWY 02 ARRIVALS (WEST) (RNAV 1) ELADO 2C	AD 2-WBKK-7-9	08 DEC 2022
	RWY 02 ARRIVALS (EAST) (RNAV 1) ENBAX 1B	AD 2-WBKK-7-13	31 DEC 2024
	RWY 02 (VOR/DME) ADLEX 1D	AD 2-WBKK-7-17	08 DEC 2022
	RWY 02 (VOR/DME) ENBAX 1D	AD 2-WBKK-7-19	08 DEC 2022
	RWY 20 (VOR/DME) ADLEX 1E	AD 2-WBKK-7-21	08 DEC 2022
	RWY 20 (VOR/DME) ENBAX 1E	AD 2-WBKK-7-23	08 DEC 2022
<b>KUCHING</b>			
	RWY 07 (RNAV) TEMES 1F ESBAL 1G MOXUN 1F PAPSA 1E	AD 2-WBGG-7-1	08 OCT 2024
	RWY 07 (RNAV) KIKAK 1F LUTMO 1E OROMA 1F	AD 2-WBGG-7-3	08 OCT 2024
	RWY 07 (RNAV) KIKAK 1G LUTMO 1F OROMA 1E	AD 2-WBGG-7-5	08 OCT 2024
	RWY 07 TEMES 1G ARR MOXUN 1G ARR ESBAL 1H ARR PAPSA 1F ARR	AD 2-WBGG-7-7	08 OCT 2024
	RWY 07 KIKAK 1H LUTMO 1G OROMA 1G	AD 2-WBGG-7-9	08 OCT 2024
	RWY 25 (RNAV) TEMES 1A ESBAL 1A ESBAL 1B MOXUN 1A	AD 2-WBGG-7-11	08 OCT 2024
	RWY 25 (RNAV) TEMES 1B ESBAL 1C MOXUN 1B PAPSA 1A	AD 2-WBGG-7-13	08 OCT 2024
	RWY 25 (RNAV) KIKAK 1A LUTMO 1A OROMA 1A	AD 2-WBGG-7-15	08 OCT 2024
	RWY 25 TEMES 1C ESBAL 1D MOXUN 1C PAPSA 1B	AD 2-WBGG-7-17	08 OCT 2024
	RWY 25 (VOR/DME) KIKAK 1B LUTMO 1B OROMA 1B	AD 2-WBGG-7-19	08 OCT 2024
<b>KUANTAN</b>			
	RWY 18 (RNAV) ADNUT D PEKAN D GUNBO D KERTEH D	AD 2-WMKD-7-1	23 APR 2024
	RWY 18 ADNUT C PEKAN C GUNBO C KERTEH C	AD 2-WMKD-7-3	28 MAR 2019
	RWY 36 (RNAV) ADNUT B PEKAN B GUNBO B KERTEH B	AD 2-WMKD-7-5	28 MAR 2019
	RWY 36 ADNUT G PEKAN G GUNBO G KERTEH G	AD 2-WMKD-7-7	20 MAY 2021

Title of series	Name of Chart	Reference	Date
	<b>LANGKAWI</b>		
	RWY 03 ARRIVAL (15 DME ARC) SAGEL 1G KAPKO 1G VPL 1G AKRAB 1G	AD 2-WMKL-7-1	29 OCT 2021
	RWY 03 RNAV (GNSS) DAKOV 1E AKRAB 1E KAPKO 1E DALAN 1E VPL 1E	AD 2-WMKL-7-3	29 OCT 2021
	<b>KUALA TERENGGANU</b>		
	RWY 04 RNAV 1 (GNSS) PALNO E	AD 2-WMKN-7-1	25 MAR 2025
	RWY 22 RNAV 1 (GNSS) PALNO F	AD 2-WMKN-7-3	25 MAR 2025
	RWY 04 PALNO G	AD 2-WMKN-7-5	25 MAR 2025
	RWY 22 PALNO H	AD 2-WMKN-7-7	25 MAR 2025
	<b>LIMBANG</b>		
	RWY 04 (RNAV)	AD 2-WBGJ-7-1	31 DEC 2024
	RWY 04 VOR/DME	AD 2-WBGJ-7-3	31 DEC 2024
	RWY 22 (RNAV)	AD 2-WBGJ-7-5	31 DEC 2024
	RWY 22 VOR/DME	AD 2-WBGJ-7-7	31 DEC 2024
	<b>TAWAU</b>		
	RWY 24 (RNAV) AGIGI 1C ANGUR 1A BILUK 1A BAXAL 1C	AD 2-WBKW-7-1	23 MAY 2023
	RWY 24 VOR/DME ARC AGIGI 1H ANGUR 1H BILUK 1H BAXAL 1H	AD 2-WBKW-7-3	16 JUL 2024
	<b>MALACCA</b>		
	RWY 03 RNAV (GNSS) AKRUL 1S GUPTA 1S DOSIK 1S VELTU 1S DUMOK 1S INTUR 1S	AD 2-WMKM-7-1	09 SEP 2025
	RWY 03 ARRIVAL (13 DME ARC) AKRUL 2S GUPTA 2S DOSIK 2S VELTU 2S DUMOK 2S INTUR 2S	AD 2-WMKM-7-5	09 SEP 2025
	RWY 21 RNAV (GNSS) AKRUL 1T GUPTA 1T DOSIK 1T VELTU 1T DUMOK 1T INTUR 1T	AD 2-WMKM-7-7	09 SEP 2025
	RWY 21 ARRIVAL (15 DME ARC) AKRUL 3T GUPTA 3T DOSIK 3T VELTU 3T DUMOK 3T INTUR 3T	AD 2-WMKM-7-11	09 SEP 2025
	<b>MIRI</b>		
	RWY 02 ARRIVAL (11 DME ARC) ASAKI 1G BEVDO 1G BIPAS 1G DOXES 1G DUGEV 1G ESLAB 1G EXUGO 1G GODOM 1G	AD 2-WBGR-7-1	08 SEP 2022
	RWY 02 RNAV (GNSS) ASAKI 1E BEVDO 1E BIPAS 1E DOXES 1E DUGEV 1E ESLAB 1E EXUGO 1E GODOM 1E	AD 2-WBGR-7-5	02 DEC 2021
	RWY 20 ARRIVAL (12 DME ARC) ASAKI 1H BEVDO 1H BIPAS 1H DOXES 1H DUGEV 1H ESLAB 1H EXUGO 1H GODOM 1H	AD 2-WBGR-7-9	08 SEP 2022
	RWY 20 RNAV (GNSS) ASAKI 1F BEVDO 1F BIPAS 1F DOXES 1F DUGEV 1F GODOM 1F EXUGO 1F ESLAB 1F	AD 2-WBGR-7-13	08 SEP 2022
	<b>MUKAH</b>		
	RWY 15 RNAV (GNSS) TOSOD 1N ADGAB 1N BASUV 1N NOLUS 1N PILAX 1N	AD 2-WBGK-7-1	04 SEP 2025
	RWY 33 RNAV (GNSS) TOSOD 1P ADGAB 1P BASUV 1P NOLUS 1P PILAX 1P	AD 2-WBGK-7-5	04 SEP 2025
	RWY 15 VOR/DME ARC TOSOD 1Q ADGAB 1Q BASUV 1Q NOLUS 1Q PILAX 1Q	AD 2-WBGK-7-9	04 SEP 2025
	RWY 33 VOR/DME ARC TOSOD 1R ADGAB 1R BASUV 1R NOLUS 1R PILAX 1R	AD 2-WBGK-7-11	04 SEP 2025
	<b>PENANG</b>		
	RWY 04 RNAV (GNSS) OMBOK 1E LUNTU 1E BETNU 1E GORVU 1E MADUM 1E	AD 2-WMKP-7-1	02 DEC 2025
	RWY 22 RNAV (GNSS) OMBOK 1F BETNU 1F MADUM 1F LUNTU 1F GORVU 1F	AD 2-WMKP-7-5	02 DEC 2025

Title of series	Name of Chart	Reference	Date
	<b>SUBANG</b>		
	CALEDONIAN ONE ARRIVAL	AD 2-WMSA-7-1	03 MAR 2022
	RWY 15 RNAV 1 (GNSS) PUGER 2M NIREN 2M KAKAK 2M PULIP 2M SAROX 2M GUPTA 2M SALAX 2M	AD 2-WMSA-7-3	08 OCT 2024
	<b>SIBU</b>		
	RWY 13 RNAV (GNSS) NOLUS 1E REDUK 1E LENTU 1E ELNAL 1E BIPIB 1E ANKUP 1E PILAX 1E	AD 2-WBGS-7-1	04 SEP 2025
	RWY 13 NOLUS 1F REDUK 1F LENTU 1F ELNAL 1F BIPIB 1F ANKUP 1F PILAX 1F	AD 2-WBGS-7-5	04 SEP 2025
	RWY 31 RNAV (GNSS) NOLUS 1G REDUK 1G LENTU 1G ELNAL 1G BIPIB 1G ANKUP 1G PILAX 1G	AD 2-WBGS-7-9	04 SEP 2025
	RWY 31 NOLUS 1H REDUK 1H LENTU 1H ELNAL 1H BIPIB 1H ANKUP 1H PILAX 1H	AD 2-WBGS-7-13	04 SEP 2025
	<b>SANDAKAN</b>		
	RWY 08 VOR/DME ARC KUDAT 1H BELDA 1H AKMAR 1H ANKOB 1H LAHAD 1H	AD 2-WBKS-7-1	08 DEC 2022
	RWY 08 RNAV KUDAT 1F BELDA 1F AKMAR 1F ANKOD 1F LAHAD 1F	AD 2-WBKS-7-3	08 DEC 2022
	<b>KOTA BHARU</b>		
	RWY 10 RNAV(GNSS) GUGIT 1E RUPOS 1E OPOMO 1E	AD 2-WMKC-7-1	28 FEB 2023
	RWY 28 RNAV(GNSS) GUGIT 1F RUPOS 1F OPOMO 1F	AD 2-WMKC-7-5	28 FEB 2023
	<b>KERTEH</b>		
	RWY 34 VOR/DME APATU 1A	AD 2-WMKE-7-1	16 JUL 2024
	HELICOPTER ARRIVAL GATES / ROUTES	AD 2-WMKE-7-3	28 FEB 2023
	<b>IPOH</b>		
	RWY 04 RNAV (GNSS) GUMDA 2E NITIS 2E SOTRO 2E MINOP 2E TEPUS 2E DUDAD 1E	AD 2-WMKI-7-1	08 OCT 2024
	RWY 04 (VOR/DME ARC) GUMDA 2G NITIS 2G SOTRO 2G MINOP 2G TEPUS 2G DUDAD 1G	AD 2-WMKI-7-5	08 OCT 2024
	<b>LABUAN</b>		
	RWY 14 (RNAV 1) LAVED 1P	AD 2-WBKL-7-1	08 DEC 2022
	RWY 32 (RNAV 1) LAVED 1T	AD 2-WBKL-7-5	08 DEC 2022

3.1.5.6 Instrument Approach Chart - ICAO (IAC)

Title of series	Name of Chart	Reference	Date
Instrument Approach Chart - ICAO (IAC)	<b>ALOR SETAR</b>		
	RWY 04 VOR Z (13 DME ARC)	AD 2-WMKA-8-1	16 JUL 2024
	RWY 04 VOR Y (FROM OVERHEAD VAS VOR)	AD 2-WMKA-8-3	16 JUL 2024
	RWY 04 ILS Z OR LOC Z	AD 2-WMKA-8-5	16 JUL 2024
	RWY ILS Y OR LOC Y (FROM OVERHEAD VAS VOR)	AD 2-WMKA-8-7	16 JUL 2024
	RWY 04 RNP Z (AR)	AD 2-WMKA-8-9	16 JUL 2024
	RWY 04 RNP Y	AD 2-WMKA-8-13	16 JUL 2024
	<b>BINTULU</b>		
	RWY 17 IKS OR LOC	AD 2-WBGB-8-1	12 JUN 2025
	RWY 17 RNP Z (AR)	AD 2-WBGB-8-3	12 JUN 2025
	RWY 17 RNP Y	AD 2-WBGB-8-7	12 JUN 2025
	RWY 17 VOR	AD 2-WBGB-8-9	12 JUN 2025
	RWY 35 RNP Z (AR)	AD 2-WBGB-8-11	17 JUN 2025
	RWY 35 RNP Y	AD 2-WBGB-8-15	12 JUN 2025
	RWY 35 VOR	AD 2-WBGB-8-17	12 JUN 2025
	<b>IPOH</b>		
	RWY 04 ILS Z / LOC Z	AD 2-WMKI-8-1	08 OCT 2024
	RWY 04 ILS Y / LOC Y	AD 2-WMKI-8-3	08 OCT 2024
	RWY 04 RNP Z	AD 2-WMKI-8-5	08 OCT 2024
	RWY 04 RNP Y	AD 2-WMKI-8-9	08 OCT 2024
	RWY 04 VOR Z (VOR/DME ARC)	AD 2-WMKI-8-13	08 OCT 2024
	RWY 04 VOR Y	AD 2-WMKI-8-15	08 OCT 2024
	<b>JOHOR BAHRU</b>		
	RWY 16 ILS Z OR LOC Z	AD 2-WMKJ-8-1	08 DEC 2022
	RWY 16 ILS Y OR LOC Y	AD 2-WMKJ-8-3	08 DEC 2022
	RWY 16 ILS X OR LOC X	AD 2-WMKJ-8-5	08 DEC 2022
	RWY 16 ILS W OR LOC W	AD 2-WMKJ-8-7	08 DEC 2022
	RWY 16 VOR Z	AD 2-WMKJ-8-9	08 DEC 2022
	RWY 16 VOR Y	AD 2-WMKJ-8-11	08 DEC 2022
	RWY 16 VOR X	AD 2-WMKJ-8-13	08 DEC 2022
	RWY 16 VOR W	AD 2-WMKJ-8-15	08 DEC 2022
	RWY 16 RNP Y	AD 2-WMKJ-8-17	08 DEC 2022
	RWY 16 RNP X	AD 2-WMKJ-8-21	08 DEC 2022
	RWY 16 RNP Z (AR)	AD 2-WMKJ-8-25	08 DEC 2022
	RWY 34 RNP Z (AR)	AD 2-WMKJ-8-29	08 DEC 2022
	<b>KERTEH</b>		
	RWY 34 ILS Z OR LOC Z	AD 2-WMKE-8-1	31 DEC 2024
	RWY 34 ILS Y OR LOC Y	AD 2-WMKE-8-3	28 FEB 2023
	RWY 34 VOR Z	AD 2-WMKE-8-5	28 FEB 2023
	RWY 34 VOR Y	AD 2-WMKE-8-7	28 FEB 2023
	RWY 34 ILS X OR LOC X (CAT H)	AD 2-WMKE-8-9	16 JUL 2024
	RWY 34 VOR X (CAT H)	AD 2-WMKE-8-11	28 FEB 2023
	RWY 16 VOR Z	AD 2-WMKE-8-13	28 FEB 2023
	RWY 16 VOR Y	AD 2-WMKE-8-15	28 FEB 2023
RWY 16 VOR X (CAT H)	AD 2-WMKE-8-17	31 DEC 2024	
<b>KL INTERNATIONAL</b>			
RWY 14L ILS OR LOC	AD 2-WMCK-8-1	10 SEP 2021	
RWY 14L RNP Y	AD 2-WMCK-8-3	16 JUL 2024	

Title of series	Name of Chart	Reference	Date
	RWY 14L RNP X	AD 2-WMKK-8-5	30 JAN 2024
	RWY 14L VOR/DME	AD 2-WMKK-8-7	01 DEC 2022
	RWY 14R ILS OR LOC	AD 2-WMKK-8-9	16 JUL 2024
	RWY 14R RNP Y	AD 2-WMKK-8-11	08 SEP 2022
	RWY 14R RNP X	AD 2-WMKK-8-13	9 MAR 2023
	RWY 15 ILS OR LOC	AD 2-WMKK-8-15	10 SEP 2021
	RWY 15 RNP Y	AD 2-WMKK-8-17	08 SEP 2022
	RWY 15 RNP X	AD 2-WMKK-8-19	30 JAN 2024
	RWY 15 VOR/DME	AD 2-WMKK-8-21	01 DEC 2022
	RWY 32L ILS OR LOC	AD 2-WMKK-8-23	10 SEP 2021
	RWY 32L RNP Y	AD W-WMKK-8-25	08 SEP 2022
	RWY 32L RNP X	AD 2-WMKK-8-27	9 MAR 2023
	RWY 32R ILS OR LOC	AD 2-WMKK-8-29	10 SEP 2021
	RWY 32R RNP Z (AR)	AD 2-WMKK-8-31	23 APR 2024
	RWY 32R RNP Y	AD 2-WMKK-8-35	15 SEP 2022
	RWY 32R RNP X	AD 2-WMKK-8-37	9 MAR 2023
	RWY 32R VOR/DME	AD 2-WMKK-8-39	01 DEC 2022
	RWY 33 ILS OR LOC	AD 2-WMKK-8-41	10 SEP 2021
	RWY 33 RNP Z (AR)	AD 2-WMKK-8-43	23 APR 2024
	RWY 33 RNP Y	AD 2-WMKK-8-47	08 SEP 2022
	RWY 33 RNP X	AD 2-WMKK-8-49	9 MAR 2023
	RWY 33 VOR/DME	AD 2-WMKK-8-51	01 DEC 2022
<b>KOTA BHARU</b>			
	RWY 10 ILS/DME Z OR LOC/DME Z	AD 2-WMCK-8-1	31 DEC 2024
	RWY 10 VOR Z (10 DME ARC)	AD 2-WMCK-8-3	31 DEC 2024
	RWY 28 VOR Z (10 DME ARC)	AD 2-WMCK-8-5	31 DEC 2024
	RWY 10 RNP Z (AR)	AD 2-WMCK-8-7	31 DEC 2024
	RWY 28 RNP Z (AR)	AD 2-WMCK-8-11	31 DEC 2024
	RWY 10 RNP Y	AD 2-WMCK-8-15	31 DEC 2024
	RWY 28 RNP Y	AD 2-WMCK-8-17	31 DEC 2024
<b>KOTA KINABALU</b>			
	RWY 02 ILS Y(FROM OVERHEAD VOR/ DME VJN)	AD 2-WBKK-8-1	08 DEC 2022
	RWY 02 ILS Z OR LOC Z	AD 2-WBKK-8-3	08 DEC 2022
	RWY 02 VOR Z	AD 2-WBKK-8-5	26 MAY 2022
	RWY 02 VOR Y	AD 2-WBKK-8-7	15 SEP 2022
	RWY 20 ILS Z OR LOC Z	AD 2-WBKK-8-9	08 DEC 2022
	RWY 20 ILS Y OR LOC Y	AD 2-WBKK-8-11	08 DEC 2022
	RWY 20 VOR Z	AD 2-WBKK-8-13	15 SEP 2022
	RWY 20 VOR Y	AD 2-WBKK-8-15	08 DEC 2022
	RWY 02 RNP Y	AD 2-WBKK-8-17	01 DEC 2022
	RWY 20 RNP Y	AD 2-WBKK-8-19	01 DEC 2022
	RWY 02 RNP Z (AR)	AD 2-WBKK-8-21	01 DEC 2022
	RWY 20 RNP Z (AR)	AD 2-WBKK-8-27	01 DEC 2022
<b>KUALA TERENGGANU</b>			
	RWY 04 ILS Z OR LOC Z	AD 2-WMKN-8-1	25 MAR 2025
	RWY 04 ILS Y OR LOC Y	AD 2-WMKN-8-3	25 MAR 2025
	RWY 04 VOR Z	AD 2-WMKN-8-5	25 MAR 2025
	RWY 04 VOR Y	AD 2-WMKN-8-7	25 MAR 2025
	RWY 22 VOR Z	AD 2-WMKN-8-9	25 MAR 2025
	RWY 22 VOR Y	AD 2-WMKN-8-11	25 MAR 2025

Title of series	Name of Chart	Reference	Date
	RWY 04 RNAV (RNP) Z	AD 2-WMKN-8-13	25 MAR 2025
	RWY 22 RNAV (RNP) Z	AD 2-WMKN-8-17	25 MAR 2025
	RWY 04 RNAV (GNSS) Y	AD 2-WMKN-8-21	25 MAR 2025
	RWY 22 RNAV (GNSS) Y	AD 2-WMKN-8-23	25 MAR 2025
<b>KUANTAN</b>			
	RWY 18 VOR Z (CAT C/D)	AD 2-WMKD-8-1	28 MAR 2019
	RWY 18 VOR Y (15 DME ARC ARR)	AD 2-WMKD-8-3	16 JUL 2024
	RWY 36 ILS Z (RNAV STAR ARR)	AD 2-WMKD-8-5	28 MAR 2019
	RWY 36 ILS Y (15 DME ARC ARR)	AD 2-WMKD-8-7	26 MAR 2020
	RWY 36 ILS X (FROM OVERHEAD VKN VOR)	AD 2-WMKD-8-9	26 MAR 2020
	RWY 36 VOR	AD 2-WMKD-8-11	28 MAR 2019
	RWY 18 TACAN 1 (HI/LO)	AD 2-WMKD-8-13	03 MAR 2022
	RWY 36 TACAN 2 (HI/LO)	AD 2-WMKD-8-15	26 MAY 2022
	RWY 36 TACAN 3 (HI/LO)	AD 2-WMKD-8-17	26 MAY 2022
	RWY 18 TACAN 4 (HI/LO)	AD 2-WMKD-8-19	28 MAR 2019
<b>KUCHING</b>			
	RWY 07 VOR Z (FROM STAR)	AD 2-WBGG-8-1	08 OCT 2024
	RWY 07 VOR Y (FROM OVERHEAD VKG)	AD 2-WBGG-8-3	15 AUG 2023
	RWY 25 ILS Z/LOC Z (FROM STAR)	AD 2-WBGG-8-5	15 AUG 2023
	RWY 25 ILS Y/LOC Y (FROM OVERHEAD VKG)	AD 2-WBGG-8-7	15 AUG 2023
	RWY 25 VOR Z (FROM EGOMO)	AD 2-WBGG-8-9	15 AUG 2023
	RWY 07 RNP Z (AR)	AD 2-WBGG-8-11	01 DEC 2022
	RWY 25 RNP Z (AR)	AD 2-WBGG-8-17	08 OCT 2024
<b>LAHAD DATU</b>			
	RWY 29 LOCATOR	AD 2-WBKD-8-1	03 MAR 2022
<b>LABUAN</b>			
	RWY 14 ILS Z OR LOC Z (15 DME ARC)	AD 2-WBKL-8-1	08 DEC 2022
	RWY 14 VOR Z (15 DME ARC)	AD 2-WBKL-8-3	08 DEC 2022
	RWY 14 RNP Y	AD 2-WBKL-8-5	08 DEC 2022
	RWY 32 VOR Z (14 DME ARC)	AD 2-WBKL-8-7	08 DEC 2022
	RWY 32 RNP Y	AD 2-WBKL-8-9	08 DEC 2022
	RWY 14 RNP Z (AR)	AD 2-WBKL-8-11	08 DEC 2022
	RWY 32 RNP Z (AR)	AD 2-WBKL-8-13	08 DEC 2022
<b>LANGKAWI</b>			
	RWY 03 ILS Z OR LOC Z	AD 2-WMKL-8-1	23 FEB 2022
	RWY 03 ILS Y OR LOC Y (CAT A & B ONLY)	AD 2-WMKL-8-3	23 FEB 2022
	RWY 03 VOR Z (15 DME ARC)	AD 2-WMKL-8-5	23 FEB 2022
	RWY 03 VOR Y (CAT A & B ONLY)	AD 2-WMKL-8-7	23 FEB 2022
	RWY 03 RNP Z (AR)	AD 2-WMKL-8-9	23 FEB 2022
	RWY 03 RNP Y	AD 2-WMKL-8-11	23 FEB 2022
<b>LIMBANG</b>			
	RWY 04 RUNAM VOR/DME Arc	AD 2-WBGJ-8-1	31 DEC 2024
	RWY 04 VOR/DME	AD 2-WBGJ-8-3	31 DEC 2024
	RWY 04 VOR	AD 2-WBGJ-8-5	31 DEC 2024
	RWY 22 RUNAM VOR/DME Arc	AD 2-WBGJ-8-7	31 DEC 2024
	RWY 22 VOR/DME	AD 2-WBGJ-8-9	31 DEC 2024
	RWY 22 VOR	AD 2-WBGJ-8-11	31 DEC 2024
<b>MALACCA</b>			
	RWY 03 ILS Z OR LOC Z	AD 2-WMKM-8-1	09 SEP 2025
	RWY 03 ILS Y OR LOC Y	AD 2-WMKM-8-3	09 SEP 2025
	RWY 03 RNP Y	AD 2-WMKM-8-5	09 SEP 2025

Title of series	Name of Chart	Reference	Date
	RWY 03 VOR Z (13 DME ARC)	AD 2-WMKM-8-9	09 SEP 2025
	RWY 03 VOR Y	AD 2-WMKM-8-11	09 SEP 2025
	RWY 21 RNP Y	AD 2-WMKM-8-13	09 SEP 2025
	RWY 21 VOR Z (15 DME ARC)	AD 2-WMKM-8-15	09 SEP 2025
	RWY 21 VOR Y	AD 2-WMKM-8-17	09 SEP 2025
	RWY 21 VOR X (CAT A & B)	AD 2-WMKM-8-19	09 SEP 2025
<b>MIRI</b>			
	RWY 02 ILS Z OR LOC Z	AD 2-WBGR-8-1	08 SEP 2022
	RWY 02 ILS Y OR LOC Y	AD 2-WBGR-8-3	08 SEP 2022
	RWY 02 VOR Z	AD 2-WBGR-8-5	02 DEC 2021
	RWY 02 VOR Y	AD 2-WBGR-8-7	08 SEP 2022
	RWY 20 VOR Z	AD 2-WBGR-8-9	08 SEP 2022
	RWY 20 VOR Y	AD 2-WBGR-8-11	08 SEP 2022
	RWY 02 RNP Y	AD 2-WBGR-8-13	01 DEC 2022
	RWY 20 RNP Y	AD 2-WBGR-8-15	01 DEC 2022
	RWY 02 VOR CAT H (HELICOPTER)	AD 2-WBGR-8-17	23 APR 2024
	RWY 20 VOR CAT H (HELICOPTER)	AD 2-WBGR-8-19	08 SEP 2022
	RWY 02 RNP Z (AR)	AD 2-WBGR-8-21	01 DEC 2022
	RWY 20 RNP Z (AR)	AD 2-WBGR-8-25	01 DEC 2022
<b>MUKAH</b>			
	RWY 15 RNP Z	AD 2-WBGK-8-1	08 DEC 2022
	RWY 33 RNP Z	AD 2-WBGK-8-3	08 DEC 2022
	RWY 15 VOR Z	AD 2-WBGK-8-5	04 SEP 2025
	RWY 33 VOR Z	AD 2-WBGK-8-7	04 SEP 2025
	RWY 15 VOR Y	AD 2-WBGK-8-9	04 SEP 2025
	RWY 33 VOR Y	AD 2-WBGK-8-11	04 SEP 2025
<b>PENANG</b>			
	RWY 04 VOR Z (12 DME ARC)	AD 2-WMKP-8-1	02 DEC 2025
	RWY 22 VOR Z (15 DME & 17 DME ARC)	AD 2-WMKP-8-3	02 DEC 2025
	RWY 04 ILS Z OR LOC Z (12 DME ARC)	AD 2-WMKP-8-5	02 DEC 2025
	RWY 04 RNP Z (AR)	AD 2-WMKP-8-7	02 DEC 2025
	RWY 22 RNP Z (AR)	AD 2-WMKP-8-11	02 DEC 2025
	RWY 04 RNP Y	AD 2-WMKP-8-17	02 DEC 2025
	RWY 22 RNP Y	AD 2-WMKP-8-21	02 DEC 2025
<b>SANDAKAN</b>			
	RWY 08 ILS Z OR LOC Z	AD 2-WBKS-8-1	08 DEC 2022
	RWY 08 ILS Y OR LOC Y	AD 2-WBKS-8-3	16 JUL 2024
	RWY 08 VOR/DME Z	AD 2-WBKS-8-5	08 DEC 2022
	RWY 08 VOR/DME Y	AD 2-WBKS-8-7	08 DEC 2022
	RWY 08 RNP Y	AD 2-WBKS-8-9	08 DEC 2022
	RWY 26 VOR/DME	AD 2-WBKS-8-13	15 SEP 2022
	RWY 26 VOR (CAT A & B)	AD 2-WBKS-8-15	15 SEP 2022
	RWY 26 VOR (CAT C & D)	AD 2-WBKS-8-17	15 SEP 2022
	RWY 26 RNP Z (AR)	AD 2-WBKS-8-19	30 JAN 2024
	RWY 26 RNAV (RNP) Z	AD 2-WBKS-8-23	08 SEP 2022
<b>SIBU</b>			
	RWY 13 ILS Z OR LOC Z	AD 2-WBGS-8-1	12 JUN 2025
	RWY 13 ILS Y OR LOC Y	AD 2-WBGS-8-3	02 DEC 2025
	RWY 13 RNP Z (AR)	AD 2-WBGS-8-5	12 JUN 2025
	RWY 13 RNP Y	AD 2-WBGS-8-9	12 JUN 2025
	RWY 13 VOR Z	AD 2-WBGS-8-11	02 DEC 2025

Title of series	Name of Chart	Reference	Date	
	RWY 13 VOR Y	AD 2-WBGS-8-13	12 JUN 2025	
	RWY 31 RNP Z (AR)	AD 2-WBGS-8-15	12 JUN 2025	
	RWY 31 RNP Y	AD 2-WBGS-8-19	12 JUN 2025	
	RWY 31 VOR Z	AD 2-WBGS-8-21	04 SEP 2025	
	RWY 31 VOR Y	AD 2-WBGS-8-23	12 JUN 2025	
	<b>SUBANG</b>			
	RWY 15 ILS OR LOC	AD 2-WMSA-8-1	08 OCT 2024	
	RWY 15 NDB	AD 2-WMSA-8-3	08 OCT 2024	
	RWY 15 RNP Y	AD 2-WMSA-8-5	08 OCT 2024	
	RWY 33 RNP Y	AD 2-WMSA-8-7	08 OCT 2024	
	<b>TAWAU</b>			
	RWY 06 VOR	AD 2-WBKW-8-1	29 OCT 2021	
	RWY 24 VOR	AD 2-WBKW-8-3	08 DEC 2022	
	RWY 24 ILS OR LOC	AD 2-WBKW-8-5	16 JUL 2024	
	RWY 06 RNP Z (AR)	AD 2-WBKW-8-7	01 DEC 2022	
RWY 24 RNP Z (AR)	AD 2-WBKW-8-11	01 DEC 2022		

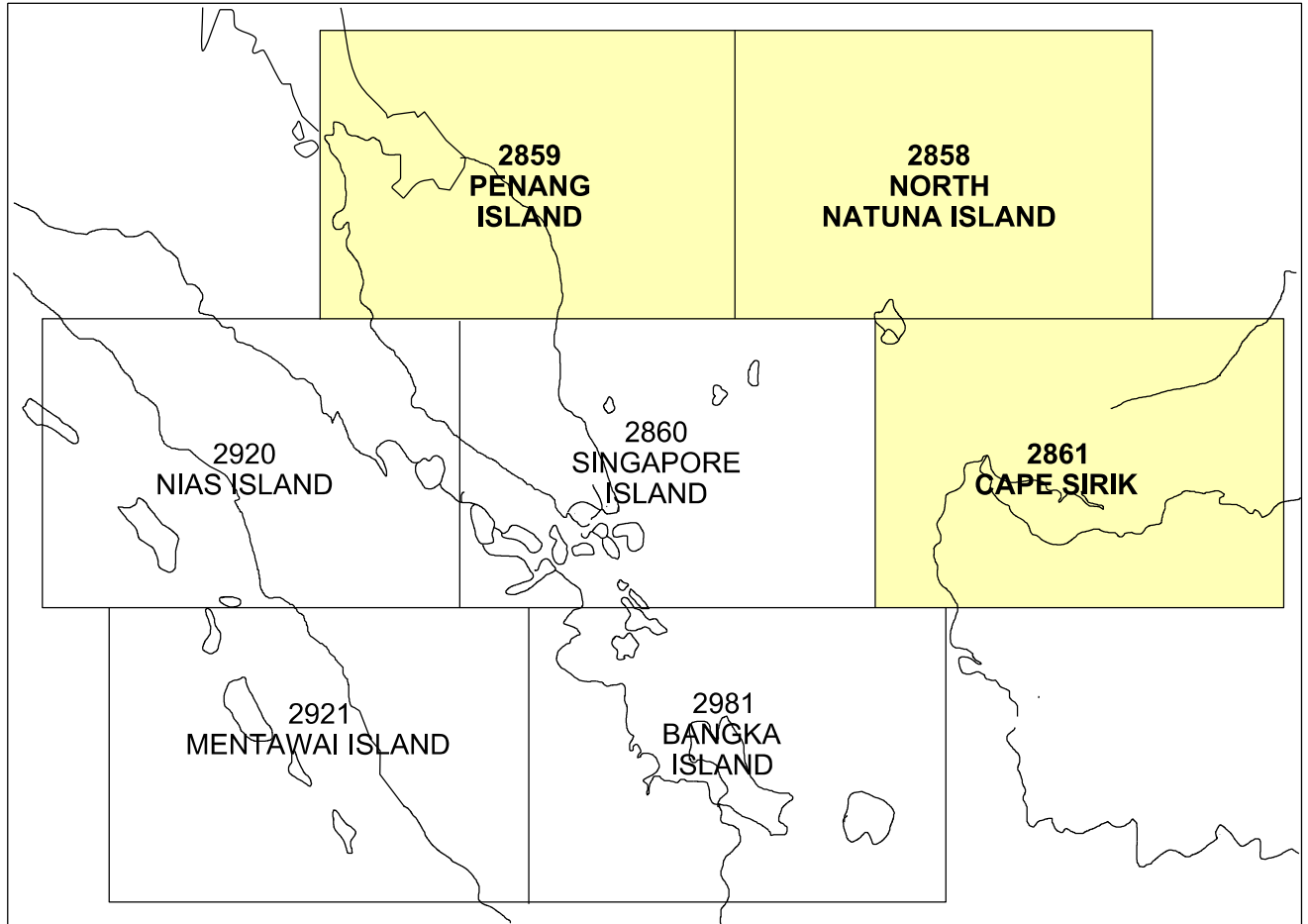
3.1.5.7 Enroute Chart - ICAO

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

3.1.5.8 World Aeronautical Chart - ICAO

Title of series	Name of Chart	Reference	Date
World Aeronautical Chart	WORLD AERONAUTICAL CHART - WAC 2858 - NORTH NATUNA ISLAND	ENR 6-19	04 SEP 2025
	WORLD AERONAUTICAL CHART - WAC 2859 - PENANG ISLAND	ENR 6-21	16 AUG 2018
	WORLD AERONAUTICAL CHART - WAC 2861 - CAPE SIRIK	ENR 6-23	16 AUG 2018

3.1.6 INDEX TO THE WORLD AERONAUTICAL CHART (WAC) - ICAO 1:1 000 000



3.1.7 CORRECTIONS TO CHARTS NOT CONTAINED IN THE AIP

NIL

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## AD 1.5 STATUS OF CERTIFICATION OF AERODROMES

## 1.5.1 STATUS OF CERTIFICATION OF AERODROMES

Aerodrome Name and Location Indicator	Status of Certification	Date of Certification	*Validity of Certification
KL International / Sepang WMKK	Certified	01 JAN 2026	31 DEC 2028
Kota Kinabalu International Airport WBKK	Certified	25 DEC 2025	31 DEC 2028
Penang International Airport WMKP	Certified	01 APR 2024	31 MAR 2026
Kuching International Airport WBGG	Certified	18 MAY 2023	17 MAY 2026
Langkawi International Airport WMKL	Certified	01 MAR 2025	29 FEB 2028
Johor Bahru/Senai International WMKJ	Certified	01 FEB 2025	31 JAN 2028
Miri Airport WBGR	Certified	01 FEB 2026	31 JAN 2028
Ipoh/Ipoh Sultan Azlan Shah Airport WMKI	Certified	18 MAR 2026	30 SEP 2026
Alor Setar/Sultan Abdul Halim Airport WMKA	Certified	24 OCT 2025	30 APR 2027
Kota Bharu/Sultan Ismail Petra Airport WMKC	Certified	01 MAR 2026	28 FEB 2029
Kuala Terengganu/Sultan Mahmud Airport WMKN	Certified	20 JAN 2026	31 JAN 2029
Tawau Airport WBKW	Certified	21 NOV 2023	20 NOV 2026
Sandakan Airport WBKS	Certified	01 NOV 2025	31 OCT 2026
Bintulu Airport WBGB	Certified	13 APR 2022	12 APR 2026
Sibu Airport WBGS	Certified	01 NOV 2025	31 OCT 2026
Malacca Airport WMKM	Certified	01 APR 2025	31 MAR 2028
Limbang Airport WBGJ	Certified	19 MAY 2025	31 MAY 2027
Subang/Sultan Abdul Aziz Shah Airport WMSA	Certified	24 OCT 2024	31 OCT 2026
Kerteh Airport WMKE	Certified	02 APR 2023	01 APR 2025
Tanjung Manis WBTM	Certified	01 NOV 2025	31 OCT 2028
KUANTAN AIRPORT WMKD	Certified	20 JAN 2026	31 JUL 2026
Labuan Airport WBKL	Certified	21 OCT 2025	31 OCT 2028
LAHAD DATU WBKD	Certified	18 MAY 2025	31 MAY 2027

Aerodrome Name and Location Indicator	Status of Certification	Date of Certification	*Validity of Certification
Mukah Airport WBGK	Certified	21 OCT 2025	30 APR 2026

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

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

1	Apron surface and strength	BAY 6, BAY 7, BAY 8, <b>BAY 9, BAY 10</b> , BAY 11 <b>AND</b> BAY 11A Surface: Concrete (Rigid) Strength: PCR 660 / R / B / W / T
2	Taxiway width, surface and strength	<p><b>TWY A</b></p> <p>Width: 25 m Surface: Asphalt (Flexible) Strength: PCR 651 / F / D / X / U</p> <p><b>TWY A1</b></p> <p>Width: 18 m Surface: Asphalt (Flexible) Strength: PCR 651 / F / D / X / U</p> <p><b>TWY B</b></p> <p>Width: 26 m Surface: Asphalt (Flexible) Strength: PCR 651 / F / D / X / U</p> <p><b>TWY C</b></p> <p>Width: 18 m Surface: Asphalt (Flexible) Strength: PCR 527 / F / B / X / T</p> <p><b>TWY D</b></p> <p>Width: 17 m Surface: Asphalt (Flexible) Strength: PCR 651 / F / D / X / U</p> <p><b>TWY E</b></p> <p>Width: 18 m Surface: Asphalt (Flexible) Strength: PCR 651 / F / D / X / U</p> <p><b>TWY E (EXT.)</b></p> <p>Width: 18 m Surface: Asphalt (Flexible) Strength: PCR 650 / F / B / X / T</p> <p><b>TWY F</b></p> <p>Width: 14 m Surface: Asphalt (Flexible) Strength: 8.3 Tonnes</p> <p><b>TWY G</b></p> <p>Width: 21 m Surface: Asphalt (Flexible) Strength: PCR 507 / F / D / X / U</p> <p><b>TWY H</b></p> <p>Width: 13 m Surface: Asphalt (Flexible) Strength: 8.3 Tonnes</p> <p><b>TWY L AND L1</b></p> <p>Width: 18 m Surface: Asphalt (Flexible) Strength: PCR 650 / F / B / X / T</p>

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

**WMKC AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS**

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

**WMKC AD 2.10 AERODROME OBSTACLES**

In Area 2					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Marking/Type, colour, lighting (LGT)	Remarks
a	b	c	d	e	f
WMKCOB001	TELECOM AERIAL MAST	060743.6N 1021414.5E	HGT 416FT AMSL	Painted LGTD	NIL
WMKCOB002	TELECOM AERIAL MAST	060120.6N 1021740.4E	HGT 424FT AMSL	Painted LGTD at night	At Kg. Patek
WMKCOB003	TELECOM AERIAL MAST	060926.5N 1021825.3E	HGT 146FT	Marked LGTD	BRG 230", dist 1050M ARP
WMKCOB004	TELECOM AERIAL MAST	061325.5N 1020622.5E	HGT 180FT	Painted LGTD at night	At Pengkalan Kubor
WMKCOB005	TELECOM AERIAL MAST	060613.6N 1021620.4E	HGT 200FT	Painted LGTD at night	At Kubang Kerian
WMKCOB006	TELECOM AERIAL MAST	055421.6N 1021957.4E	HGT 250FT	Painted LGTD at night	At Bukit Jawa

In Area 2					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Marking/Type, colour, lighting (LGT)	Remarks
a	b	c	d	e	f
WMKCOB007	TELECOM AERIAL MAST	060047.6N 1022226.4E	HGT 216FT	Painted LGTD at night	At Gunung Bachok
WMKCOB008	TELECOM AERIAL MAST	060705.6N 1021736.4E	HGT 216FT	Painted LGTD at night	At KG. Pauh
WMKCOB009	TELECOM AERIAL MAST	060733.6N 1021238.5E	HGT 223FT	Painted LGTD at night	At Wakaf Bahru
WMKCOB010	TELECOM AERIAL MAST	061131.5N 1021632.4E	HGT 134FT	Painted LGTD at night	At PCB
WMKCOB011	LAMP POLE	054759.6N 1021510.8E	HGT 308.4FT	Painted LGTD at night	At Machang
WMKCOB012	LAMP POLE	060338.4N 1021750.3E	HGT 141.08FT	Painted LGTD at night	At Binjai
WMKCOB013	LAMP POLE	060948.4N 1021702.2E	HGT 131.23FT	Painted LGTD at night	Universiti Malaysia Kelantan
WMKCOB014	AERIAL MAST	060703.4N 1021406.7E	HGT 124.68FT	Painted LGTD at night	At Jalan Sultanah Zainab
WMKCOB015	CONCRETE STRUCTURE	061001.0N 1021755.9E	HGT 17.4FT	Painted LGTD	NIL
WMKCOB016	CHIMNEY	060859.0N 1021818.0E	HGT 168FT	Marked LGTD	Erected at final path RWY 18 and 970M from THR RWY 18
WMKCOB017	Glide Path Aerial	061000.1N 1021714.9E	7 M / 14 M AMSL	Marked and Lighted LIL, RED	NIL
WMKCOB018	WDI RWY 10	061007.5N 1021716.0E	6 M / 13 M AMSL	Marked and Lighted LIL, RED	NIL
WMKCOB019	WDI RWY 28	060950.8N 1021811.5E	5 M / 12 M AMSL	Marked and Lighted LIL, RED	NIL
WMKCOB020	OLD BUNKER	061001.1N 1021756.0E	6 M / 9 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

## WMKC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	AMS KOTA BHARU
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	AMO GONG KEDAK H24 (0024 0606 1212 1818)

4	Trend forecast Interval of issuance	-
5	Briefing/consultation provided	NIL
6	Flight documentation Language(s) used	Charts, Tabular Form and Abbreviated Plain Language Text English
7	Charts and other information available for briefing or consultation	No briefing and consultation but charts available upon request
8	Supplementary equipment available for providing information	Aviation Self-Briefing Terminal - ABT (Internet)
9	ATS units provided with information	Kota Bharu APP/TWR
10	Additional information (limitation of service, etc.)	TEL: +609 - 7737490

**WMKC AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS**

Designations RWY NR	TRUE BRG	Dimensions of RWY(M)	Strength (PCR) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
10	99.00° T	2400 x 45	PCR 651 / F / D / X / U Asphalt (Flexible)	061005.71N 1021705.52E  060952.61N 1021822.48E  GUND -6.3 M	THR: 4.9M (16.1FT)  TDZ: 4.9M (16.1 FT)
28	279.00° T	2400 x 45	PCR 651 / F / D / X / U Asphalt (Flexible)	060952.61N 1021822.48E  061005.71N 1021705.52E  GUND -6 M	THR: 4 M (13 FT)

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

**WMKC AD 2.13 DECLARED DISTANCES**

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
	FROM	TORA			
10	THRESHOLD	2400	2400	2400	NIL
	TWY L	2000	2000	2000	NIL
28	THRESHOLD	2400	2400	2400	NIL

## WMKC AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
10	CAT1 900M LIH	GREEN -	PAPI Left & Right Slope 3° 13.8 M (45.3 FT)	NIL	NIL	2400 M 60 M Variable white/ yellow, LIH	RED -	NIL	NIL
28	SALS 420M LIH	GREEN -	PAPI LEFT Slope 3° 14.9 M (48.9 FT)	NIL	NIL	2400 M 60 M Variable white/ yellow, LIH	RED -	NIL	NIL

## WMKC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and operational hours	ABN: Available on top of Control Tower, FLG Green and White, 20 - 30 flashes per minute IBN: Nil Sunset to 1600 UTC
2	LDI location and LGT Anemometer location and LGT	Wind Direction Indicator (WDI) RWY10 : 305 M FM THR on left, 110 M FM RWY CL and LGTD. RWY28 : 316 M FM THR on left, 110 M FM RWY CL and LGTD. Anemometer : 100 M North of RWY CL, approx. 1/2 of RWY length. Marked and LGTD. Elevation : 5 M (16 FT)
3	TWY edge and centre line lighting	TWY edge lights - TWY A, A1, B, C, D, E, E (ext.), F, G, H, L, L1, Apron Taxiway J. TWY centre line lights - TWY A, B, C, D, E, E (ext.), L
4	Secondary power supply/switch-over time	Secondary power supply: Available. Secondary power supply to all AGL at AD.  Switch-over time: Maximum 15 seconds
5	Remarks	NIL

## WMKC AD 2.16 HELICOPTER LANDING AREA

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

**WMKC AD 2.17 ATS AIRSPACE**

1	Designation and lateral limits	KOTA BHARU CTR Commencing from 055605N 1021238E clockwise along an arc of 15 NM radius centered from VKB VOR/DME (060948N 1021851E) to 055752N 1022801E thence a straight line to 055605N 1021238E thence along Malaysia - Thai FIR Boundary to 055605N 1021238E.
2	Vertical limits	SFC to 4 500 FT AMSL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Kota Bharu Approach 2 500FT - 4 500 FT Kota Bharu Tower GL/SL - 1 500 FT English
5	Designation and lateral limits	Kota Bharu TMA Area bounded from 062810N 1022700E clockwise an arc of 20NM radius from VKB DVOR/DME (060948N 1021851E) to 061710N 1023732E to 054500N 1025025E thence along an arc of 40NM radius from VKB DVOR/DME to join Malaysia-Thai FIR Boundary at 054501N 1014713E thence along FIR boundary to 062810N 1022700E
6	Vertical limits	A030 to FL245
7	Airspace classification	A FL150 - FL250 B 10 000 FT - FL150 C 3 000 FT - 10 000 FT
8	Unit Providing Service	Kota Bharu Approach 3 000FT - FL145 (usable A030 - FL140)
9	Transition altitude	11 000 FT AMSL
10	Remarks	NIL

**WMKC AD 2.18 ATS COMMUNICATION FACILITIES**

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

## WMKC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna+	Remarks
1	2	3	4	5	6	7
VOR/DME	VKB	112.300 MHZ CH 70X	H24	060948.4N 1021851.1E	DME Antenna Elevation 3.447 M (Ellipsoid) 10.041 M (MSL)	-
LOC	-	109.300 MHZ		060950.9N 1021832.1E	-	Localizer Course Bearing: 279° 37' 20" T/ 279° 49' 55"M
GP/DME	IKB	332.000 MHZ CH 30X		061000.1N 1021714.6E	-	

## WMKC AD 2.20 LOCAL AERODROME REGULATIONS

## 2.20.1 Arriving Aircraft Parking Arrangement at Main Apron

2.20.1.1 Parking at the main apron.

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

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

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

## WMKC AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

WMKC AD 2.22 FLIGHT PROCEDURES

2.22.1 DME Arrival Procedures For Kota Bharu / Sultan Ismail Petra Airport

RADIAL/TRACK	NAVAID	DME CHECK POINT	MNM IFR ALTITUDE	AFTER Passing ..... DME/VKB DESCEND to ..... FT on QNH	REMARKS
RDL 190 (GOLF 466)	VKB	Not Required	11000FT	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <p>38</p> <p>↓</p> <p>5500</p> </div> <div style="text-align: center;"> <p>11</p> <p>↓</p> <p>3000</p> </div> </div>	Make Standard Instrument Approach from VKB VOR or from 10 DME arc or as directed by ATC
RDL 158 (W540)	VKB	Not Required	8000FT	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <p>40</p> <p>↓</p> <p>5500</p> </div> <div style="text-align: center;"> <p>11</p> <p>↓</p> <p>3000</p> </div> </div>	
RDL 213 (OPOMO)	VKB	Not Required	FL140	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <p>41</p> <p>↓</p> <p>5500</p> </div> <div style="text-align: center;"> <p>11</p> <p>↓</p> <p>3000</p> </div> </div>	

WMKC AD 2.23 ADDITIONAL INFORMATION

- 2.23.1. Presence Of Object In The Vicinity Of Airport
  - 2.23.1.1 Concrete structure 46M from Taxiway E centre line / Elev.17.4 ft. Pilot extremely caution during Taxing via taxiway E. Concrete structure was painted and lighted at night.
- 2.23.2. Presence of Birds In The Vicinity Of Airport
  - 2.23.2.1 Presence of Birds In The Vicinity Of Airport. Pilot exercise caution during landing and take off.
- 2.23.3. All aircraft are not allowed to make locked wheel turn on the runway
- 2.23.4. Kite Flying In The Vicinity Of The Airport
  - 2.23.4.1 Kite flying around the airfield. Pilots to exercise extreme caution especially at base leg, downwind and finals.

## WMKC AD 2.24 CHARTS RELATED TO AN AERODROME

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

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**AERODROME/HELIPORT  
CHART - ICAO**

06° 10' 04" N  
102° 17' 27" E  
ELEV 5 M

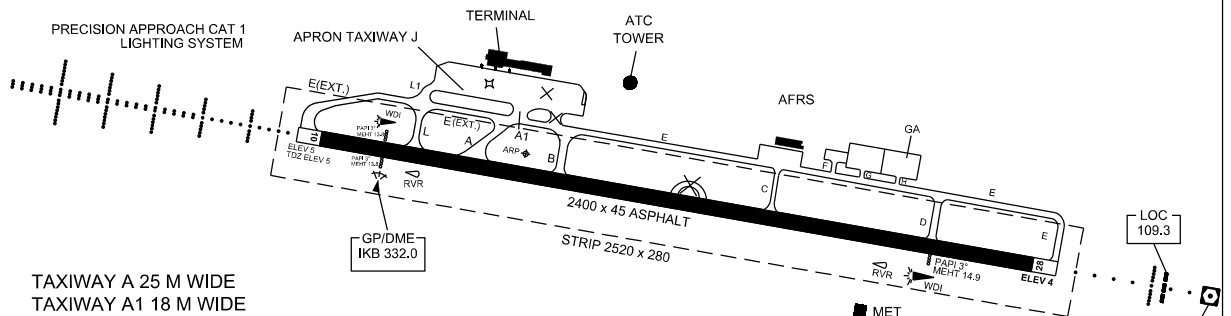
TWR	122.5
SMC	121.6
APP	120.85 (P)
	130.3 (S)
ATIS	128.85

**KOTA BHARU/SULTAN  
ISMAIL PETRA AIRPORT**

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



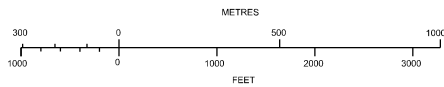
ANNUAL RATE OF CHANGE 1' 48" W  
ELEVATIONS AND DIMENSIONS METRES  
BEARINGS ARE MAGNETIC



- TAXIWAY A 25 M WIDE
- TAXIWAY A1 18 M WIDE
- TAXIWAY B 26 M WIDE
- TAXIWAY C 18 M WIDE
- TAXIWAY D 17 M WIDE
- TAXIWAY E 18 M WIDE
- TAXIWAY E (EXT) 18 M WIDE
- TAXIWAY F 14 M WIDE
- TAXIWAY G 21 M WIDE
- TAXIWAY H 13 M WIDE
- TAXIWAY L AND L1 18 M WIDE
- APRON TAXIWAY J 18 M WIDE

- BEARING STRENGTH TAXIWAYS A, A1, B, D AND E PCR 651 / F / D / X / U
- BEARING STRENGTH TAXIWAY C PCR 527 / F / B / X / T
- BEARING STRENGTH TAXIWAY G PCR 507 / F / D / X / U
- BEARING STRENGTH TAXIWAYS F AND H 8.3 TONNES
- BEARING STRENGTH TAXIWAYS L, L1, E (EXT) PCR 650 / F / B / X / T
- BEARING STRENGTH APRON TAXIWAY J PCR 660 / R / B / W / T

- TAXIWAY EDGE LIGHTS ON A, A1, C, B, D, E, E (EXT), J, L AND L1
- TAXIWAY CENTRE LINE LIGHTS ON A, B, C, D, E, E (EXT) AND L AT CURVES AND EXIT TAXIWAY
- APRON TAXIWAY J FOR CODE C AIRCRAFT



LEGEND	
CONCRETE STRUCTURE	⊠
CLOSED AREA	⊗

CHANGES: ADD INFO TWY LIGHTS

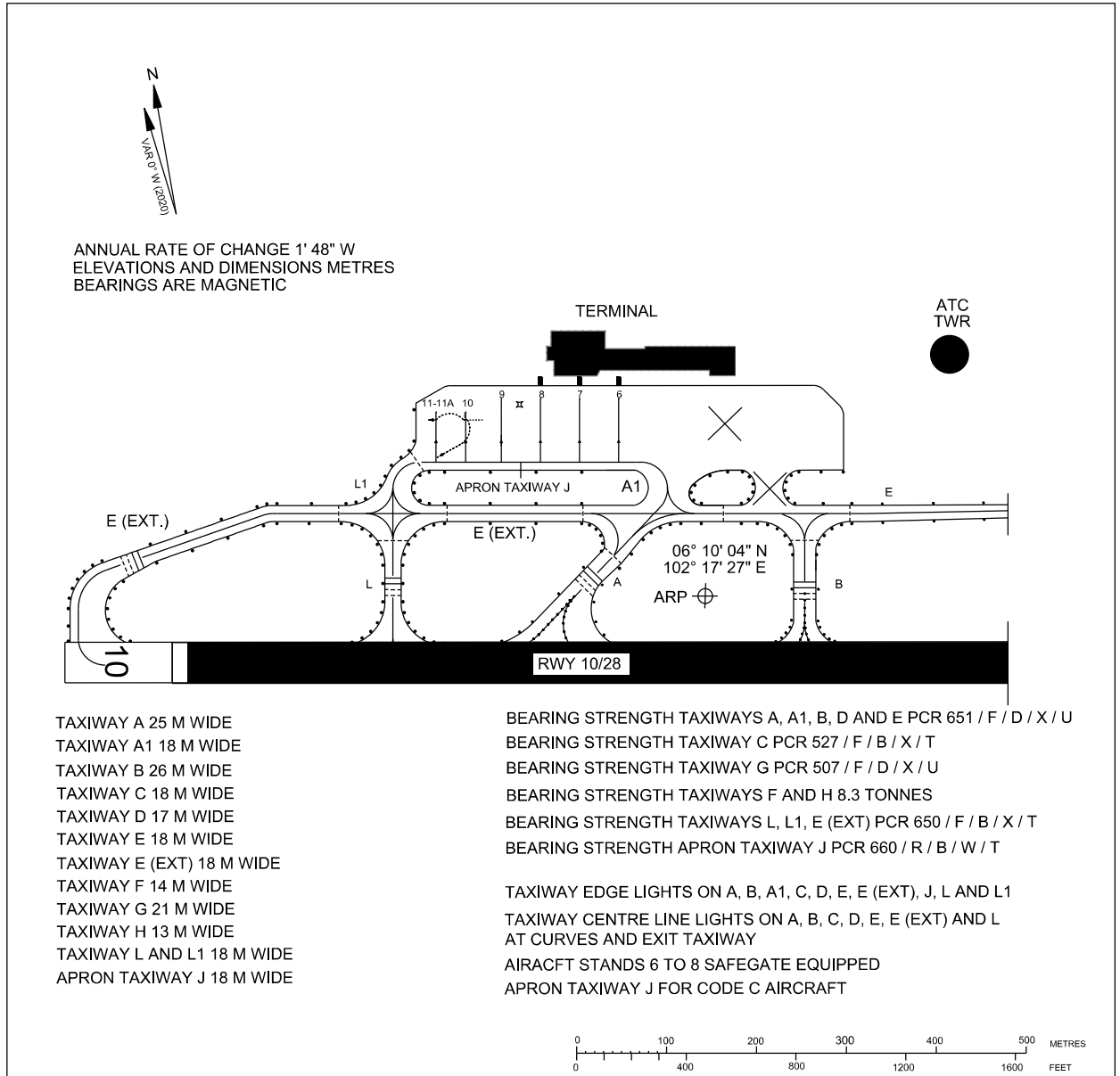
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**AIRCRAFT PARKING  
DOCKING CHART - ICAO**

APRON ELEV  
5 M

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

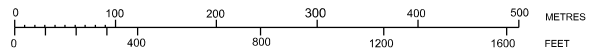
**KOTA BHARU/SULTAN  
ISMAIL PETRA AIRPORT**



TAXIWAY A 25 M WIDE  
TAXIWAY A1 18 M WIDE  
TAXIWAY B 26 M WIDE  
TAXIWAY C 18 M WIDE  
TAXIWAY D 17 M WIDE  
TAXIWAY E 18 M WIDE  
TAXIWAY E (EXT) 18 M WIDE  
TAXIWAY F 14 M WIDE  
TAXIWAY G 21 M WIDE  
TAXIWAY H 13 M WIDE  
TAXIWAY L AND L1 18 M WIDE  
APRON TAXIWAY J 18 M WIDE

BEARING STRENGTH TAXIWAYS A, A1, B, D AND E PCR 651 / F / D / X / U  
BEARING STRENGTH TAXIWAY C PCR 527 / F / B / X / T  
BEARING STRENGTH TAXIWAY G PCR 507 / F / D / X / U  
BEARING STRENGTH TAXIWAYS F AND H 8.3 TONNES  
BEARING STRENGTH TAXIWAYS L, L1, E (EXT) PCR 650 / F / B / X / T  
BEARING STRENGTH APRON TAXIWAY J PCR 660 / R / B / W / T

TAXIWAY EDGE LIGHTS ON A, B, A1, C, D, E, E (EXT), J, L AND L1  
TAXIWAY CENTRE LINE LIGHTS ON A, B, C, D, E, E (EXT) AND L  
AT CURVES AND EXIT TAXIWAY  
AIRCFT STANDS 6 TO 8 SAFEGATE EQUIPPED  
APRON TAXIWAY J FOR CODE C AIRCRAFT



**AIRCRAFT PARKING/DOCKING STAND POSITION**

INS COORDINATES FOR AIRCRAFT STANDS	SURFACE & STRENGTH	AIRCRAFT TYPE
6 6°10'11.79"N 102°17'26.76"E	PCR 660 / R / B / W / T	A20N/A21N , B38M/B738/B739, E290
7 6°10'12.03"N 102°17'25.36"E	PCR 660 / R / B / W / T	A20N/A21N , B38M/B738/B739, E290
8 6°10'12.27"N 102°17'23.97"E	PCR 660 / R / B / W / T	A20N/A21N , B38M/B738/B739
9 6°10'12.50"N 102°17'22.57"E	PCR 660 / R / B / W / T	A20N/A21N , B36M/B738/B739 , AT75/AT76, E290
10 6°10'12.25"N 102°17'21.23"E	PCR 660 / R / B / W / T	AT75/AT76
11 6°10'12.43"N 102°17'20.17"E	PCR 660 / R / B / W / T	AT75/AT76
11A 6°10'11.95"N 102°17'21.09"E	PCR 660 / R / B / W / T	B738/B739

LEGEND	
CONCRETE STRUCTURE	⌘
AIRCRAFT STAND	6
TAXIWAY LIGHT	●
RUNWAY-HOLDING POSITION	≡≡≡
INTERMEDIATE HOLDING POSITION	---
CLOSED MARKING	⊗

CHANGES : ADD INFO TWY LIGHTS

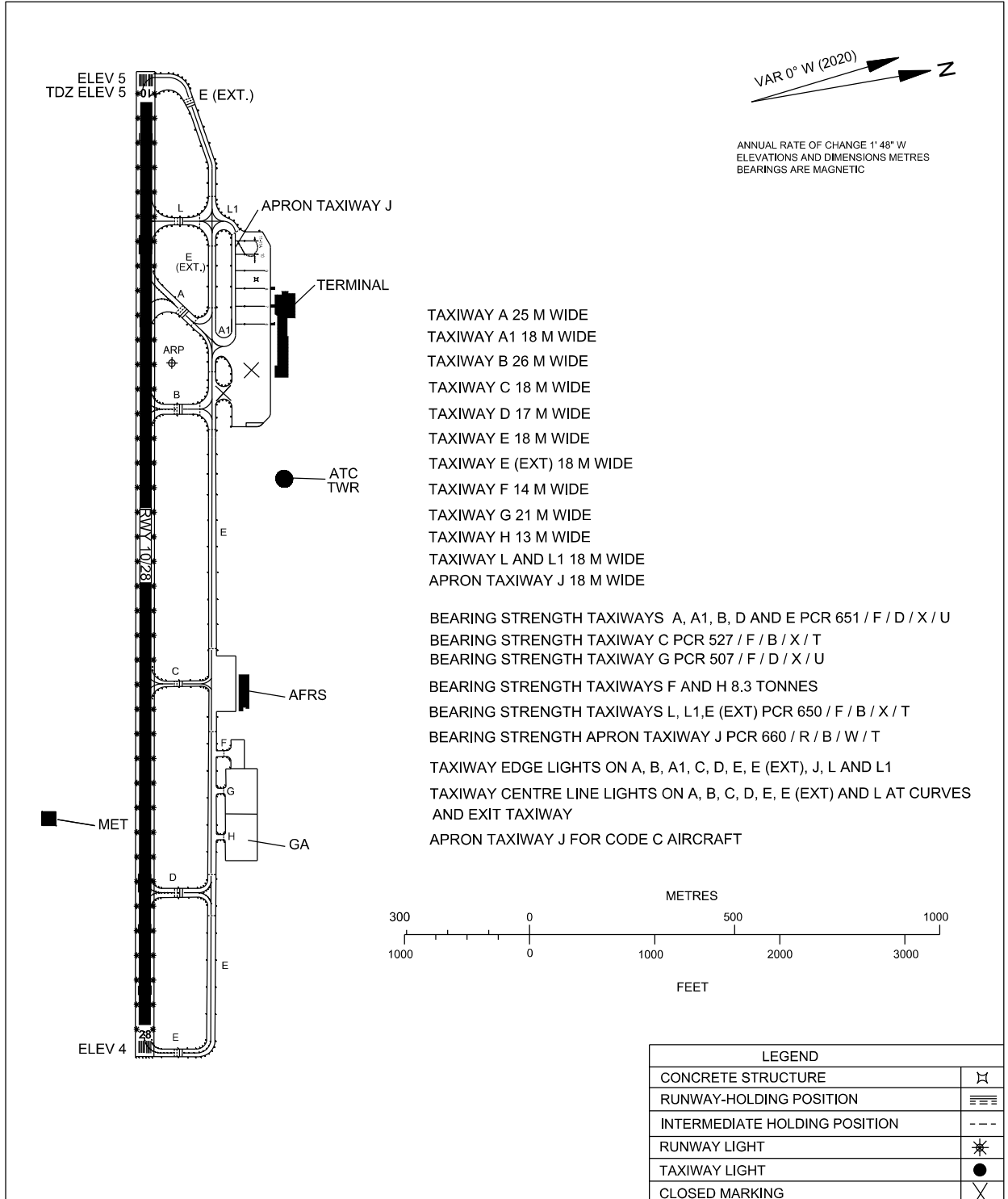
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**AERODROME GROUND  
MOVEMENT CHART - ICAO**

APRON ELEV  
5 M

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

**KOTA BHARU/SULTAN  
ISMAIL PETRA AIRPORT**



CHANGES: ADD INFO TWY LIGHTS

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**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) Arrestor 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) Arrestor 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. Obstacles present (netting barrier bunkers) are situated within the Runway End Safety Area (RESA) for both Runway 18 and Runway 36. Pilot to exercise caution during landing and take-off.
- 2.23.7. The spacing of runway edge lights are not uniformly spaced and the distance between lights are within 60 m.
- 2.23.8. 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 SURVEILLANCE 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 - OSTIN 1D PEKAN 1D MEVOX 1D OSIKU 1D DAGAD 1D	AD 2-WMKD-6-13
STANDARD DEPARTURE CHART - ICAO - RWY 36 - 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
INSTRUMENT APPROACH CHART - ICAO - RWY 18 VOR/TAC Z (TABULAR 1)	AD 2-WMKD-8-6

Chart name	Page
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

## 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)	5 km (3.0 NM), Bearing 331° from Kerteh Town
3	Elevation/Reference temperature	18 ft (5.5 m) / 31°C
4	Geoid undulation at AD ELEV PSN	+3 m
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	-

In Area 2					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Marking/Type, colour, lighting (LGT)	Remarks
a	b	c	d	e	f
WMKEOB055	FLARE STACKS	NIL	NIL	Marked LGTD	With heat emission penetrated the limitation surfaces (conical) at Kerteh Petrochemical Complex and Santong/Paka Petrochemical Complex
WMKEOB056	PYLONS	NIL	NIL	NIL	With high tension cable lines on top of western ridge

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

## WMKE AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	AMS KERTEH
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	AMO GONG KEDAK H24 (0024 0606 1212 1818)
4	Trend forecast Interval of issuance	METAR/SPECI Hourly
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	Kerteh APP/TWR
10	Additional information (limitation of service, etc.)	TEL: +609 - 8261300 Telefax:+609 - 8261301

WMKE AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY(M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
16	162.49° (T) 162.55° (M)	1347 x 30	PCR 490 / F / B / X / T Asphalt	Threshold Coordinates 043234.83N 1032529.72E  RWY End Coordinates 043153.00N 1032542.83E  GUND -2 m	THR: 18 ft (5.4 m)
34	342.49° (T) 342.55° (M)	1347 x 30	PCR 490 / F / B / X / T Asphalt	Threshold Coordinates 043153.00N 1032542.83E  RWY End Coordinates 043234.83N 1032529.72E  GUND 2.8 m	THR: 18 ft (5.5 m) TDZ: 17.8 ft (5.4 m)

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
1.2%	NIL	NIL	1467 x 300	NIL	Locked wheel turn is not allowed on the RWY.  RESA: 90 m X60 m
1.2%	NIL	NIL	1467 x 300	NIL	

WMKE AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
16	1347	1347	1347	1347	NIL
34	1347	1347	1347	1347	NIL

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

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
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.

## WMKJ AD 2.1 AERODROME LOCATION INDICATOR AND NAME

## WMKJ - JOHOR BAHRU/SENAI INTERNATIONAL

## WMKJ AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	013826N 1034013E In front of AFRS station.
2	Direction and distance from (city)	Bearing 332° 54' 38" / 22.95 KM from Johor Bahru (Causeway)
3	Elevation/Reference temperature	41 M (135 FT) / 32° C
4	Geoid undulation at AD ELEV PSN	8 M
5	MAG VAR/Annual change	0° E (2020) / 0.003° decreasing
6	AD operator, address, telephone, telefax, e-mail address, AFS and website address	Operator: Senai Airport Terminal Services Sdn Bhd, Senai International Airport, 81250 Johor Bahru Johor Darul Takzim TEL: +607 - 5994500 Telefax: +607 - 5996624 e-mail: adadmin@senaiairport.com  ATC Services: Civil Aviation Authority Of Malaysia Senai International Airport 81250 Johor Bahru Johor Darul Takzim  TEL: +607 - 5994789 (Office) Telefax: +607 - 5994280 TEL: +607 - 5982802 (Tower) Telefax: +607 - 5982801 AFS: WMKJZTX e-mail: dcajohor@caam.gov.my
7	Types of traffic permitted (IFR/VFR)	IFR / VFR
8	Remarks	NIL

## WMKJ AD 2.3 OPERATIONAL HOURS

1	AD Operator	2230 - 1600
2	Customs and immigration	2230 - 1600
3	Health and sanitation	MON - FRI: 0000 - 0900 Sat, Sun and Public Holidays: Closed
4	AIS Briefing Office	2230 - 1600
5	ATS Reporting Office (ARO)	2330 - 0930
6	MET Briefing Office	H24
7	ATS	2230 - 1600
8	Fuelling	2230 - 1600
9	Handling	By prior arrangement with Senai Airport Terminal Services Ground Handling. TEL: +607 - 5994500 ext. 1101/1102/1113 Telefax: +607 - 59940452 SITA: JHBFFXH e-mail: cargo1@senaiairport.com
10	Security	H24
11	De-icing	NIL
12	Remarks	Outside operation hours - Prior Approval required before 0800.

**WMKJ AD 2.4 HANDLING SERVICES AND FACILITIES**

1	Cargo-handling facilities	By prior arrangement with Senai Airport Terminal Services Ground Handling. TEL: +607 - 5994500 ext. 1101/1102/1113 Telefax:+607 - 59940452 SITA: JHBFFXH e-mail: cargo1@senaiairport.com
2	Fuel/oil types	Jet A1, AVGAS 100
3	Fuelling facilities/capacity	Prior arrangement with PETRONAS TEL : +607 - 5998977 / 5991289 Telefax : +607 - 5982911  Trailer - 2 x 45,000 Litres Bowser - 2 x 18,000 Litres Storage Tanks - 900,000 Litres AVGAS - 2,000 Litres
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	Commercial aircraft code C aircraft
7	Remarks	Senai Airport Terminal Services Ground Handling Services available H24 by prior arrangement with aerodrome administration.

**WMKJ AD 2.5 PASSENGER FACILITIES**

1	Hotels	First class hotel near airport.
2	Restaurants	Restaurant in terminal building.
3	Transportation	Taxi and bus service to Johor Bahru / Singapore.
4	Medical facilities	District Hospital - 10 KM fm airport.
5	Bank and Post Office	ATMs and a Bureau de Change are available in the terminal building, and the nearest post office is at Senai town, 6.9 km from the Airport.
6	Tourist Office	NIL
7	Remarks	NIL

**WMKJ AD 2.6 RESCUE AND FIRE FIGHTING SERVICES**

1	AD category for fire fighting	CAT 8
2	Rescue equipment	Adequately provided as recommended by ICAO.
3	Capability for removal of disabled aircraft	With arrangement with the respective airline and ground handler. a) Largest aircraft - A320 / B738
4	Remarks	All Airport Fire & Rescue Service (AFRS) personnel are to be well trained in rescue and firefighting as well as medical first aid.

**WMKJ AD 2.7 SEASONAL AVAILABILITY - CLEARING**

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

## WMKJ 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
RWY 16 ILS/LOC	IJB	109.9MHZ	H24	013714.8N 1034035.8E	-	Hgt of aerial 3.2M. Back beam not flyable
GP/DME		333.8MHZ CH 36X		013909.7N 1033958.1E	-	Hgt of aerial 14.5M.Glide slope 3°.
NDB	JR	245KHZ		014024.55N 1033927.84E	-	168° MAG / 1.2NM from THR RWY 16.
VOR/DME	VJB	112.5MHZ CH 72X		013950.40N 1033939.20E	43.07M	1000M from THR RWY 16.

## WMKJ AD 2.20 LOCAL TRAFFIC REGULATIONS

**2.20.1 Aircraft Bay Regulation At Cargo Apron**

## 2.20.1.1 Bay 21

This bay is to accommodate up to A21N with wingspan not more than 35.80 M.

## 2.20.1.2 Bay 22

This bay is to accommodate up to A21N with wingspan not more than 35.80 M.

## 2.20.1.3 Bay 23

This bay is to accommodate up to B744 aircraft with wingspan not more than 64.4 M.

## 2.20.1.4 Bay 24-27

This bay is to accommodate up to A21N with wingspan not more than 35.80 M.

2.20.1.5 All aircrafts park at Bay 21 to 27 are power in, push-out mode.

2.20.1.6 Aircrafts from Bay 21 to 24 shall be pushed back with aircraft facing to the south. For Bay 25, 26 and 27 all aircraft shall be pushed back with aircraft facing to the east.

2.20.1.7 The pilot in-command and aircraft marshaller shall be responsible for the safety of the aircraft with respect to all other aircraft, vehicles, persons and other obstruction during engine start-up power-out and taxiing, and also ensuring appropriate blast zones are clear during engine start-up.

2.20.1.8 For the long layover aircraft, parking at bay mentioned above may be allowed for discharging cargo, thereafter to be towed to designated area at the south of apron.

2.20.1.9 All aircraft are required to bring own tow-bar except for B737, B727, B777, B747, B767, MD-11, DC-10, IL96, L-1011, DC-8, AN-12, A340-200, A330-200/300, A310 and A300.

**2.20.2 Parking Area For General Aviation Aircraft**

2.20.2.1 Parking area for General Aviation aircraft will be allocated by Ground Handling Division, Senai Airport Terminal Services (SATS). The stands will be allocated at the new General Aviation parking area located to the west of the Cargo Apron.

2.20.2.2 Taxiway B1 and GA Apron for day operations only.

**2.20.3 Helicopter operations**

2.20.3.1 All helicopter operations shall land at, and take-off from the runway, and

- i. Use TWY C/G if going to or/and going out from Passenger Apron.
- ii. Use TWY B/F if going to or/and going out from Cargo Apron.

- 2.20.3.2 Pilots in command shall call the Surface Movement Control frequency (121.8 MHz) for taxi/air taxi from parking positions to the respective taxiway, prior to commencing movement. The take-off clearance will be provided by Aerodrome Control (118.15MHz) and may be accompanied by an initial tracking clearance to resolve aerodrome traffic conflicts.
- 2.20.3.3 Pilots in command of arriving helicopters will be issued with tracking instructions to avoid aerodrome traffic conflicts and clearance to land on the respective taxiway.
- 2.20.3.4 After landing at the respective taxiway, the pilot-in command will be issued with a parking position. The pilot-in-command shall taxi/air taxi the aircraft to the parking position.
- 2.20.3.5 ATC may consider direct tracking to land or take-off via North of Cargo Terminal from Cargo Apron if traffic permitted.

## 2.20.4 Local Flying Restrictions

### 2.20.4.1 Circuit Pattern

- a) Heavy 1500FT/2000FT on QNH
- b) Light/Medium 1000FT on QNH

### 2.20.4.2 Circuit Pattern

- a) RWY 16 LEFT-HAND circuit
- b) RWY 34 RIGHT-HAND circuit

### 2.20.4.3 Standard Circuit Joining Procedure

- a) From eastern side
  - i. Descend over east of airfield to circuit altitude
  - ii. Position accordingly into traffic pattern at downwind when cleared by ATC
  - iii. Pilots shall be responsible for maintaining their own separation
- b) From western site:
  - i. Proceed west of airfield 1000FT or as instructed by ATC via west of North-South highway.
  - ii. Hold at west of the airfield.
  - iii. Position accordingly into the traffic pattern at right hand downwind RWY 16 or as instructed by ATC.
  - iv. Pilot shall be responsible for maintaining their own separation.

### 2.20.4.4 Night Flying Circuit and Training Procedures

- 2.20.4.4.1 All night flying circuit and training procedures in WMKJ are subject to the following conditions:
- i. in VMC conditions;
  - ii. Aircraft type are IFR certified;
  - iii. Circuits are permitted within aerodrome operation hours however; instrument training are permitted within Johor Radar operation hours; and
  - iv. Pilot shall request for training slot availability through the e-Temujanji system.

## 2.20.5 Isolation Bay

- 2.20.5.1 Isolation Parking Area is located at the intersection of Taxiway A and E.

## 2.20.6 Parking Area For Schedule/Non-schedule Passenger Aircraft

- 2.20.6.1 Under normal circumstances, all Passenger Aircraft either schedule or non-schedule will be issued a parking position at Bay 1 to Bay 8 of Main Apron.
- 2.20.6.2 To optimize the utilization of passenger Loading Bridges at Gates 1 to 4, aircraft parked at these stands and experienced technical difficulties and delay is expected to be more than 60 minutes of ETD (other than emergency) shall have to move to the remote bay.
- 2.20.6.3 Diversion flight shall park at cargo apron.

## WMKJ AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

WMKJ AD 2.22 FLIGHT PROCEDURES

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

RADIAL/TRACK	NAVAID	DME CHECK POINT	MNM IFR ALTITUDE	AFTER Passing ..... DME/VJB DESCEND to ..... FT on QNH	REMARKS
R-275/095°	VJB	Not Required	5000FT	<div style="text-align: center;">                     14                      ↓                      3500                 </div>	From overhead VJB VOR make Standard Instrument Approach or as directed by ATC. Note: Level restriction to cross 25 DME VJB North 6000FT or below for arrivals on W534, A457 and R325.
R-297/117°	VJB	Not Required	5000FT	<div style="text-align: center;">                     8                      ↓                      3500                 </div>	
R-016/196°	VJB	Not Required	6000FT	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;">                         20                          ↓                          5000                     </div> <div style="text-align: center;">                         8                          ↓                          3500                     </div> </div>	
R-319/139°	VJB	Not Required	6000FT	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;">                         20                          ↓                          5000                     </div> <div style="text-align: center;">                         8                          ↓                          3500                     </div> </div>	

WMKJ AD 2.23 ADDITIONAL INFORMATION

2.23.1 Bird Concentration In The Vicinity Of The Airport

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

WMKJ AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page
AERODROME HELIPORT CHART (WMKJ) - ICAO	AD 2-WMKJ-2-1
AIRCRAFT PARKING/DOCKING CHART (WMKJ) - ICAO	AD 2-WMKJ-2-3
AERODROME GROUND MOVEMENT CHART (WMKJ) - ICAO	AD 2-WMKJ-2-5
AERODROME OBSTACLE CHART - ICAO - TYPE A	AD 2-WMKJ-3-1
JOHOR BAHRU TMA, CTR AND HOLDING AREAS	AD 2-WMKJ-4-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO	AD 2-WMKJ-4-3
STANDARD DEPARTURE CHART - ICAO - RWY 16/34 RADAR TWO DEPARTURE	AD 2-WMKJ-6-1
STANDARD DEPARTURE CHART - ICAO - RWY 16 RNAV AROSO 1J ADLOV 1J PIMOK 1J SABKA 1J	AD 2-WMKJ-6-3
STANDARD DEPARTURE CHART - ICAO - RWY 16 RNAV AROSO 1J ADLOV 1J PIMOK 1J SABKA 1J (TABULAR 1)	AD 2-WMKJ-6-4
STANDARD DEPARTURE CHART - ICAO - RWY 16 RNAV AROSO 1J ADLOV 1J PIMOK 1J SABKA 1J (TABULAR 2)	AD 2-WMKJ-6-5
STANDARD DEPARTURE CHART - ICAO - RWY 16 RNAV AROSO 2J ADLOV 2J SABKA 2J OMKOM 2J	AD 2-WMKJ-6-7
STANDARD DEPARTURE CHART - ICAO - RWY 16 RNAV AROSO 2J ADLOV 2J SABKA 2J OMKOM 2J (TABULAR 1)	AD 2-WMKJ-6-8
STANDARD DEPARTURE CHART - ICAO - RWY 16 RNAV AROSO 2J ADLOV 2J SABKA 2J OMKOM 2J (TABULAR 2)	AD 2-WMKJ-6-9
STANDARD DEPARTURE CHART - ICAO - RWY 34 RNAV AROSO 1K ADLOV 1K PIMOK 1K OMKOM 1K SABKA 1K	AD 2-WMKJ-6-11
STANDARD DEPARTURE CHART - ICAO - RWY 34 RNAV AROSO 1K ADLOV 1K PIMOK 1K OMKOM 1K SABKA 1K (TABULAR 1)	AD 2-WMKJ-6-12
STANDARD DEPARTURE CHART - ICAO - RWY 34 RNAV AROSO 1K ADLOV 1K PIMOK 1K OMKOM 1K SABKA 1K (TABULAR 2)	AD 2-WMKJ-6-13
STANDARD DEPARTURE CHART - ICAO - RWY 16 AROSO 1L SABKA 1L PIMOK 1L	AD 2-WMKJ-6-15
STANDARD DEPARTURE CHART - ICAO - RWY 16 AROSO 1L SABKA 1L PIMOK 1L (TABULAR 1)	AD 2-WMKJ-6-16
STANDARD DEPARTURE CHART - ICAO - RWY 16 AROSO 2L ADLOV 2L OMKOM 2L	AD 2-WMKJ-6-17
STANDARD DEPARTURE CHART - ICAO - RWY 16 AROSO 2L ADLOV 2L OMKOM 2L (TABULAR 1)	AD 2-WMKJ-6-18
STANDARD DEPARTURE CHART - ICAO - RWY 34 AROSO 1M ADLOV 1M OMKOM 1M PIMOK 1M SABKA 1M	AD 2-WMKJ-6-19
STANDARD DEPARTURE CHART - ICAO - RWY 34 AROSO 1M ADLOV 1M OMKOM 1M PIMOK 1M SABKA 1M (TABULAR 1)	AD 2-WMKJ-6-20
STANDARD ARRIVAL CHART - ICAO - RWY 16 RNAV EMTUV 1E OMKOM 1E PIMOK 1E ADLOV 1E	AD 2-WMKJ-7-1
STANDARD ARRIVAL CHART - ICAO - RWY 16 RNAV EMTUV 1E OMKOM 1E PIMOK 1E ADLOV 1E (TABULAR 1)	AD 2-WMKJ-7-2
STANDARD ARRIVAL CHART - ICAO - RWY 16 RNAV EMTUV 1E OMKOM 1E PIMOK 1E ADLOV 1E (TABULAR 2)	AD 2-WMKJ-7-3
STANDARD ARRIVAL CHART - ICAO - RWY 16 ARRIVAL (11 DME ARC) EMTUV 1G OMKOM 1G PIMOK 1G ADLOV 1G	AD 2-WMKJ-7-5
STANDARD ARRIVAL CHART - ICAO - RWY 16 ARRIVAL (11 DME ARC) ADLOV 1G OMKOM 1G PIMOK 1G EMTUV 1G (TABULAR 1)	AD 2-WMKJ-7-6
INSTRUMENT APPROACH CHART - ICAO - RWY 16 ILS Z OR LOC Z	AD 2-WMKJ-8-1
INSTRUMENT APPROACH CHART - ICAO - RWY 16 ILS Z OR LOC Z (TABULAR 1)	AD 2-WMKJ-8-2
INSTRUMENT APPROACH CHART - ICAO - RWY 16 ILS Y OR LOC Y	AD 2-WMKJ-8-3
INSTRUMENT APPROACH CHART - ICAO - RWY 16 ILS Y OR LOC Y (TABULAR 1)	AD 2-WMKJ-8-4
INSTRUMENT APPROACH CHART - ICAO - RWY 16 ILS X OR LOC X	AD 2-WMKJ-8-5
INSTRUMENT APPROACH CHART - ICAO - RWY 16 ILS X OR LOC X (TABULAR 1)	AD 2-WMKJ-8-6
INSTRUMENT APPROACH CHART - ICAO - RWY 16 ILS W OR LOC W	AD 2-WMKJ-8-7
INSTRUMENT APPROACH CHART - ICAO - RWY 16 ILS W OR LOC W (TABULAR 1)	AD 2-WMKJ-8-8
INSTRUMENT APPROACH CHART - ICAO - RWY 16 VOR Z	AD 2-WMKJ-8-9
INSTRUMENT APPROACH CHART - ICAO - RWY 16 VOR Z (TABULAR 1)	AD 2-WMKJ-8-10
INSTRUMENT APPROACH CHART - ICAO - RWY 16 VOR Y	AD 2-WMKJ-8-11
INSTRUMENT APPROACH CHART - ICAO - RWY 16 VOR Y (TABULAR 1)	AD 2-WMKJ-8-12
INSTRUMENT APPROACH CHART - ICAO - RWY 16 VOR X	AD 2-WMKJ-8-13
INSTRUMENT APPROACH CHART - ICAO - RWY 16 VOR X (TABULAR 1)	AD 2-WMKJ-8-14
INSTRUMENT APPROACH CHART - ICAO - RWY 16 VOR W	AD 2-WMKJ-8-15
INSTRUMENT APPROACH CHART - ICAO - RWY 16 VOR W (TABULAR 1)	AD 2-WMKJ-8-16
INSTRUMENT APPROACH CHART - ICAO - RWY 16 RNP Y	AD 2-WMKJ-8-17
INSTRUMENT APPROACH CHART - ICAO - RWY 16 RNP Y (TABULAR 1)	AD 2-WMKJ-8-18

## 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

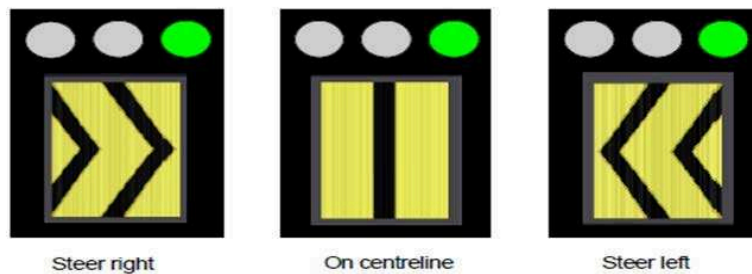
		<p><b>A2, A6, A8, B2, B16, C52, C53</b> Surface : Concrete (Rigid) Strength : PCR 918 / R / C / W / U</p>	<p><b>C2, C3, C7, C15, C22, C61</b> Surface : Concrete (Rigid) Strength : PCR 957 / R / C / W / U</p>
		<p><b>C72, C74</b> Surface : Concrete (Rigid) Strength : PCR 977 / R / C / W / U</p>	<p><b>C82, C82L, C82R</b> Surface : Concrete (Rigid) Strength : PCR 1179 / R / C / W / U</p>
1b	Apron surface and strength (WI the areas of RWY 14R/32L and 15/33)	<p><b>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</b>  Surface : Asphalt (Flexible) Strength : PCR 445 / F / D / X / U</p>	<p><b>P8L, P8R, P10L, P10R, P12L, P12R</b> Surface : Asphalt (Flexible) Strength : PCR 651 / F / D / X / U</p>
		<p><b>K20, K22, P2, P4, P6, P8, P10, P12, Q2, Q4, Q6, Q8, Q10, Q12, Q14, Q16, Q18</b>  Surface : Asphalt (Flexible) Strength : PCR 805 / F / D / X / U</p>	
2	Taxiway width, surface and strength	<p><b>Taxiway A, B, D, F Apron Taxiway H Taxiway Intersection B5, C9, H3, H5</b>  Width : 25 m Surface : Asphalt (Flexible) Strength : PCR 448 / F / C / W / U</p>	<p><b>Taxiway Intersection A1</b>  Width : 26 m Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 540 / R / C / W / U PCR 448 / F / C / W / U</p>
		<p><b>Taxiway C Taxiway Intersection A2, A3, C10, C11</b>  Width : 26 m Surface : Asphalt (Flexible) Strength : PCR 448 / F / C / W / U</p>	<p><b>Taxiway Intersection A4, D2, D3, D4, D5, D6, D7, D8, D10, D11, D12</b>  Width : 43 m Surface : Asphalt (Flexible) Strength : PCR 448 / F / C / W / U</p>
		<p><b>Taxiway Intersection A5</b>  Width : 39 m Surface : Asphalt (Flexible) Strength : PCR 448 / F / C / W / U</p>	<p><b>Taxiway Intersection A6, B14, C5, D1, F1 - F6</b>  Width : 42 m Surface : Asphalt (Flexible) Strength : PCR 448 / F / C / W / U</p>
		<p><b>Taxiway Intersection A7, B7, B13</b>  Width : 44 m Surface : Asphalt (Flexible) Strength : PCR 448 / F / C / W / U</p>	<p><b>Taxiway Intersection A8 &amp; Apron Taxiway G</b>  Width : 29 m Surface : Asphalt (Flexible) Strength : PCR 448 / F / C / W / U</p>
		<p><b>Taxiway Intersection A9 - A11</b>  Width : 28 m Surface : Concrete (Rigid) Strength : PCR 540 / R / C / W / U</p>	<p><b>Taxiway Intersection B6, B8 - B12</b>  Width : 44 m Surface : Asphalt (Flexible) Strength : PCR 448 / F / C / W / U</p>
		<p><b>Taxiway Intersection C1</b>  Width : 27 m Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 540 / R / C / W / U PCR 448 / F / C / W / U</p>	<p><b>Taxiway Intersection C2 &amp; E3</b>  Width : 28 m Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 540 / R / C / W / U PCR 448 / F / C / W / U</p>

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

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

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

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



2.20.11.2 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.

**FMT APIS++ (Aircraft Parking and Information System)**

Azimuth and stopping guidance are provided from a display unit mounted at the extension of the stand centerline.

- Intercept the centerline and follow the azimuth guidance display.
- Check correct aircraft type/series on the APIS++ display unit.

Abort docking if display shows STOP or wrong aircraft type/series, or if the azimuth guidance display is 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.

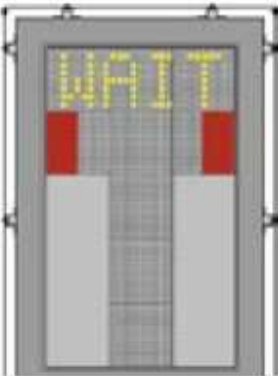
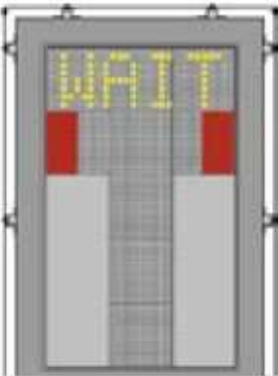
Safety Measures:

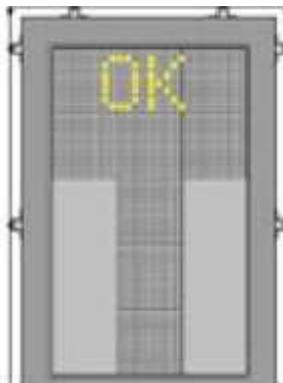
ABORT Docking if Display Unit shows STOP or WRONG AIRCRAFT TYPE/SERIES, or Azimuth Guidance Display NOT ACTIVATED.

PILOT INSTRUCTION

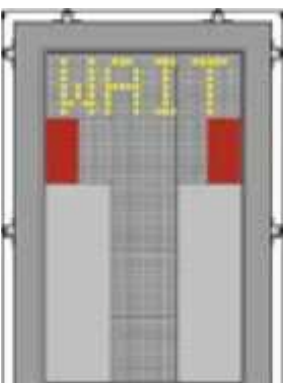
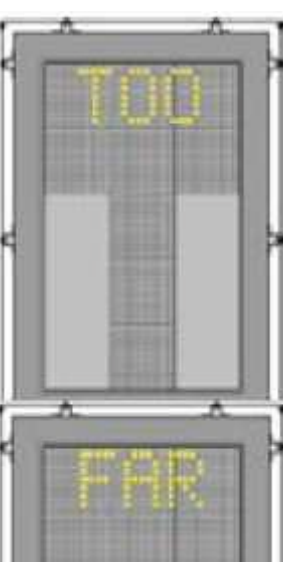
SAFEGATE - VISUAL DOCKING GUIDANCE SYSTEM

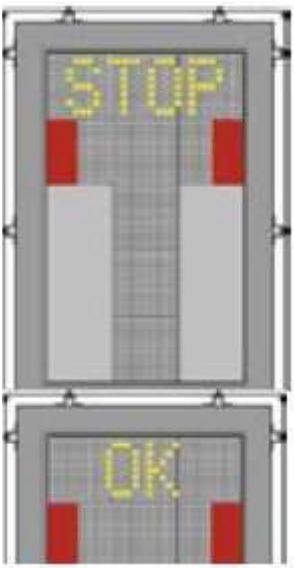

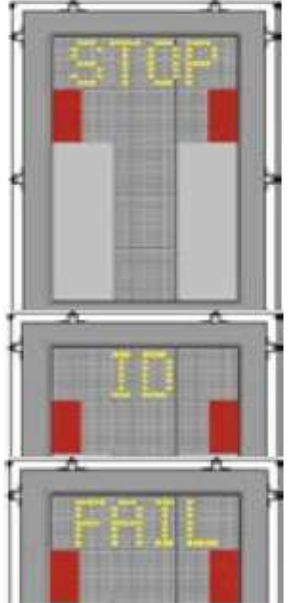
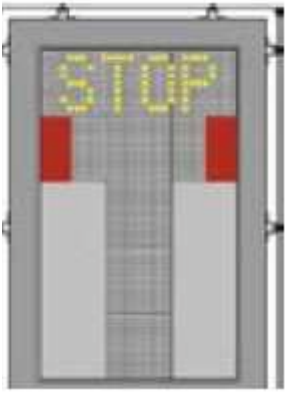
1.0 AIRCRAFT DOCKING (NORMAL CONDITION)

DESCRIPTION	PILOT VIEW	PILOT INSTRUCTION
<p><b>START DOCK</b> Aircraft docking activation is performed at Operator Panel. When the Safedock system is ready to operate, the panel will show <b>SAFEDOCK SYSTEM</b> followed by a status message. If the status is <b>READY</b>, the docking procedure can be initiated by pressing the <b>Start Dock</b> key. A <b>START DOCKING</b> message appears, followed by the option <b>SELECT AIRCRAFT</b>. Instruction to Operators: • Determine aircraft for docking: ◦ Press the desired aircraft type key. ◦ Press the exact sub-type key, if required (press left-right arrows to show all listed sub-types). <b>Note:</b> If operator passwords are enabled, enter the 4-digit password to continue the aircraft docking activation with the help of the 0-9 digits on the switch cover.</p>		<p>Pilot to wait and prohibited to docking to centre line without guidance by VDGS.</p>
<p><b>VDGS SELF-TEST</b> After selecting the aircraft for docking, a self-test and reference point check is carried out by the Safedock system to confirm docking accuracy. Failing the self-test will result in an error code displayed in text format on the Operator Panel and an <b>ERR x</b> on the Pilot Display. Failing the reference point check will result in an <b>AUTOCAL ERROR</b> or <b>ERR 3</b>.</p>		<p>Pilot to wait and prohibited to docking to centre line without guidance by VDGS.</p>

DESCRIPTION	PILOT VIEW	PILOT INSTRUCTION
<p><b>DOCKING COMPLETED</b></p> <p>When the aircraft has parked, the message <b>OK</b> will be displayed. If the aircraft rolls too far past the stop-position, the message <b>TOO FAR</b> appears. After a configurable period of time, the status on the Operator Panel will change to <b>PARKED</b>.</p> <p><i>Note: If a docking procedure cannot automatically come to a <b>PARKED</b> state, the Marshal can manually set this with the help of the <b>PARK ON</b> command (it is required for enabling the following <b>PARK OFF</b> procedure)</i></p>		<p>Docking completed.</p>

2.0 ABNORMAL CONDITION

DESCRIPTION	PILOT VIEW	PILOT INSTRUCTION
<p><b>LOST AIRCRAFT DETECTION</b></p> <p>If the detected aircraft is lost during docking, before 15M to stop-position, the display shows <b>WAIT</b>. 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 <b>STOP</b> and <b>WAIT</b>.</p> <p><i>Note: This may only be a system event and not a fault. The system requires time for safety checks, apron sweeps, aircraft capture and ID checks before the closing rate to stop-position (to analyse the possible cause of the incident).</i></p>		<p>Pilot to wait and stop before the system being activated.</p>
<p><b>OVERSHOOT</b></p> <p>If the aircraft overshoots the stop-position with a configurable distance, the Pilot Display displays <b>STOP</b> (with RED border/bars) followed by <b>TOO FAR</b> after the aircraft comes to a complete stop.</p>		<p>Pilot to aware the aircraft wing span clearance and capability of Passenger Boarding Bridges for passengers disembarking.</p>

DESCRIPTION	PILOT VIEW	PILOT INSTRUCTION
<p><b>STOP SHORT</b> If the aircraft is found standing still, within a configurable distance up to 5M short of the stop-position, the message <b>STOP</b> and <b>OK</b> will be shown after a configurable amount of time.</p>		<p>Pilot to aware the aircraft wing span clearance and capability of Passenger Boarding Bridges for passengers disembarking.</p>
<p><b>FAIL AIRCRAFT VERIFICATION (ID FAIL)</b></p> <p>After capture of the aircraft, its geometry is checked against a stored profile. If, for any reason, aircraft verification is not confirmed 15M before the stop-position, the Pilot Display will show <b>STOP</b> followed by <b>ID FAIL</b>.</p> <p>Below there is a list of errors that can be displayed on the Operator Panel and a short description:</p> <ul style="list-style-type: none"> <li>• <b>Geometry failed</b> – Geometry check failed within ID Fail limit</li> <li>• <b>Nose height failed</b> – Nose height check failed</li> <li>• <b>Engine verification</b> – Engine verification failed</li> <li>• <b>Profile failed</b> – Profile check failed</li> <li>• <b>Lost track</b> – Lost track close to stop</li> </ul> <p><i>Note: (option) Dockings can be resumed without verification; however it is important to follow the information below. Alternatively, the aircraft shall be marshalled-in or towed-in to the gate.</i></p> <p> <b>WARNING! THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE WITHOUT MANUAL GUIDANCE, UNLESS THE WAIT MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR.</b></p>		<p>Pilot to wait for manual docking (marshalling) and stop the aircraft. Pilot to wait and prohibited to docking to centre line without guidance by VDGS or marshaller.</p>
<p><b>EMERGENCY E-STOP</b></p> <p>When the Emergency-Stop button on the Operator Panel is activated, the Pilot Display shows <b>STOP</b> (with red border/bars).</p> <p><i>Note: Additional Emergency-STOP buttons (other than that on the Operator Panel) may be connected to the system at the apron level.</i></p>		<p>Pilot to ensure the aircraft stop and not precede aircraft movement.</p>

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

2.20.12.1 INTRODUCTION

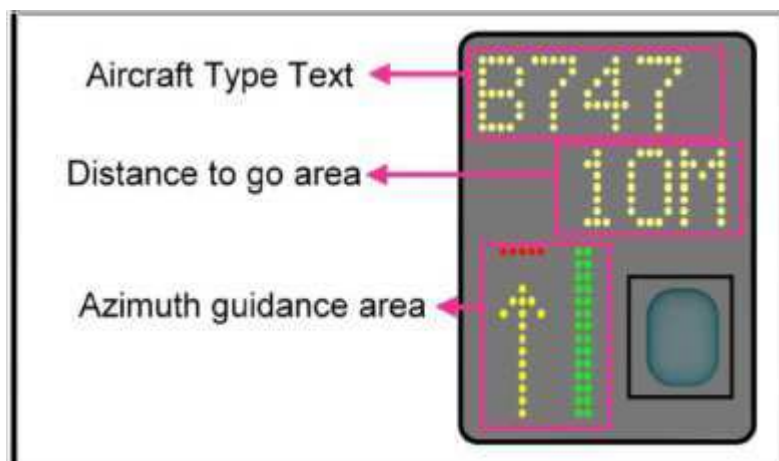
2.20.12.1.1 The RLG GIS206-2 Automated Guide-In System is a fully automatic aircraft docking guidance system for various types of modern aircraft installed at the fixed gates of the KLIA Terminal 2 (T2) KL International Airport, Sepang.

2.20.12.2 DESCRIPTION OF SYSTEM

- 2.20.12.2.1 The RLG GIS206-2 Laser Guided Docking System utilizes 2-axis laser scanning technique to track both the lateral and longitudinal positions of the incoming aircraft. This 3-D approach allows the system to identify the incoming aircraft and check it against the one selected by the operator. If the incoming aircraft fails to match the expected aircraft, an 'NO ID' indication is immediately issued to both the pilot and the co-pilot.
- 2.20.12.2.2 Aircraft type, continuous closing distance, and azimuth guidance, etc, are presented on a single console clearly visible to both the pilot and co-pilot, simultaneously. Figure A shows the Aircraft Display console, mounted on the terminal in front of the aircraft stand.
- 2.20.12.2.3 The system is operated only in the automatic mode. When the system fails, the aircraft must then be marshalled into the stand manually.

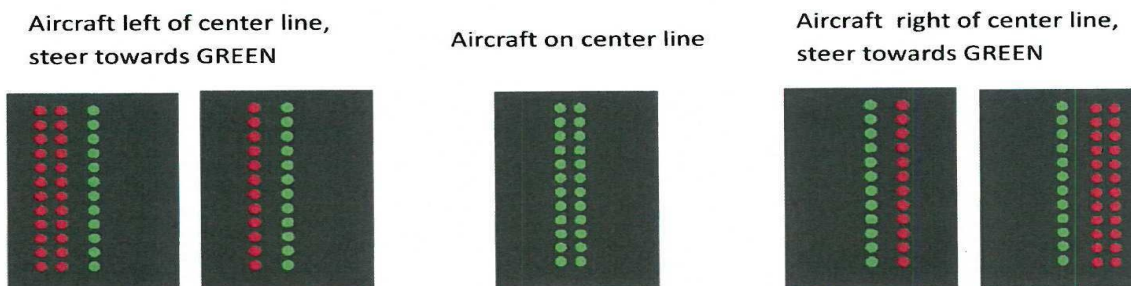
Figure A:

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



2.20.12.3 DOCKING PROCEDURES

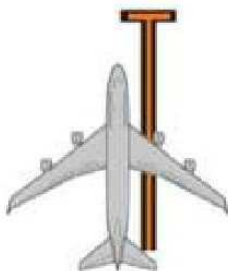
- 2.20.12.3.1 Pilot must stop the aircraft immediately if he or she sees that:
  - a) The docking system is not activated
  - b) A wrong type of the aircraft indicates ' NO ID ' is displayed.
  - c) the word **STOP** is displayed.
- 2.20.12.3.2 Confirm that the correct aircraft type is displayed. Proceed slowly forward.
- 2.20.12.3.3 Look at the azimuth guidance bars at the lower centre of the display, and interpret the guidance as shown, always steering to the green:
- 2.20.12.3.4 When the aircraft is approaching approximately 40 metres from the stop position, closing information will start to display. The display information below the aircraft type is the digital readout of the close-in distance, in 1-meter decimal place decrement from 40-5 metres and in 0.1-metre decrement below 5 metres. The close-in distance is also displayed in the form of a progress metre (Arrow Pointer), at the lower left corner of the display console. The progress arrow starts to activate approximately at 40 metres, moving forward at 2.5 metres decrement, and will reach the target line at the stop position.
- 2.20.12.3.5 During the docking process, the user shall confirm that the correct aircraft type is displayed on the LED Display Console and proceed slowly forward to the terminal gate.



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

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

- 2.20.12.3.6 When the correct position is reached, the digital readout will display the word **STOP**, in red. The progress meter will indicate the merging of the arrow and the target line.
- 2.20.12.3.7 If the aircraft stops at the correct position, the word "**OK**" will be displayed after a few seconds, then the entire display will turn off, indicating the completion of the docking sequence.
- 2.20.12.3.8 If the aircraft overshoots, the word "**2FAR**" will be displayed
- 2.20.12.3.9 Visual Docking Guidance Systems (VDGS) Docking Procedures at KLIA Terminal 2 (T2)



If red light bar appears on the left side of the green light bar, the aircraft is off centerline to left. It should be moved rightwards.



Green light bar illuminates, the aircraft is on centerline. Keep straight ahead.



If red light bar appears on the right side of the green light bar, the aircraft is off centerline to right. It should be moved leftwards.

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.

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

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

In the event a flight is unable to pushback by TSAT + 5 minutes due to flight constraints, the ATC clearance and the TSAT will be cancelled. Pilot shall update the new TOBT in order to get a new TSAT before requesting a fresh ATC/Airways clearance.

Non-compliance with the initial TSAT may result in an aircraft losing its existing position in the DMAN sequence. Delay can be expected as a result of re-sequencing based on new TOBT input.

In case of delay in pushback due to ground traffic movement or ATC clearance restrictions, the ATC clearance will remain valid even if it exceeds TSAT + 5 minutes. TOBT need not be updated for such cases.

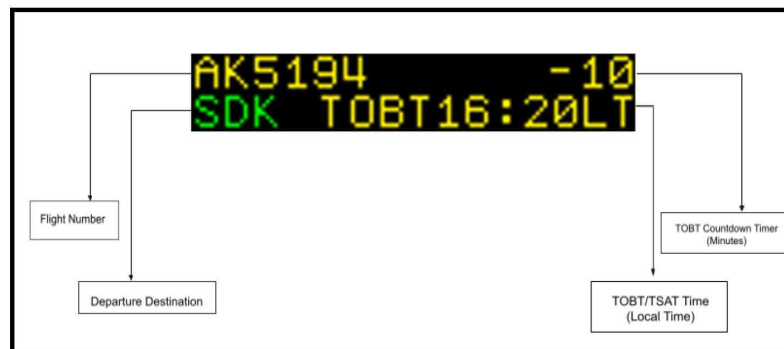
TSAT information will be displayed on the following:

- a) A-CDM Ramp Display
- b) A-CDM Web-based application
- c) A-CDM Mobile Application

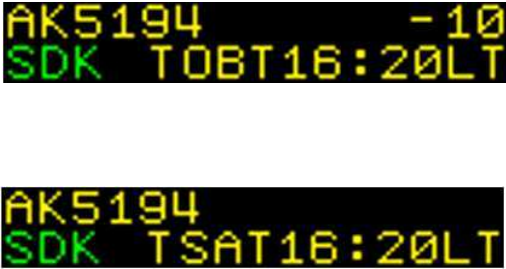
2.22.2.5 Information available via A-CDM ramp display

2.22.2.5.1 All contact stands in KUL are facilitated with the A-CDM Ramp Display. Information includes flight number, Destination airport, TOBT, TSAT, and TOBT count-down timer, and all the time information is in local time. The A-CDM ramp display is located next to VGDS.

2.22.2.5.2 A-CDM ramp display sequence



DESCRIPTION	ACDM RAMP DISPLAY
<p><b>Arrival flight information</b></p> <p>Ramp Display will display Arrival Information once ALDT is set:</p> <ul style="list-style-type: none"> <li>Flight Identity</li> <li>IATA Previous Airport (Green Indicator)</li> <li>Estimated In Block Time – EIBT</li> <li>EIBT Time shall be displayed in Local Time with indication LT at the end of the timestamp.</li> </ul> <p>The display shall be cleared 2 minutes after AIBT.</p>	
<p><b>40 minutes prior to TOBT</b></p> <p>Ramp Display will display Departure Information 40 minutes prior to TOBT:</p> <ul style="list-style-type: none"> <li>Flight Identity</li> <li>IATA Next Airport (Green Indicator)</li> <li>Target Off Block Time – TOBT</li> <li>TOBT Time shall be displayed in Local Time with indication LT at the end of the timestamp.</li> <li>TOBT Count down timer (minutes)</li> </ul> <p>TOBT time stamp will change based on an update by TOBT Responsible Person.</p> <p>Count down will be cleared once timer is 0 (minutes).</p>	

DESCRIPTION	ACDM RAMP DISPLAY
<p><b>40 minutes prior to TSAT</b></p> <p>Ramp Display will display TSAT 40 minutes prior to TSAT.</p> <ul style="list-style-type: none"> <li>• Flight Identity</li> <li>• IATA Next Airport (Green Indicator)</li> <li>• Target Start-up Approval Time – TSAT</li> <li>• TSAT Time shall be displayed in Local Time with indication LT at the end of the timestamp.</li> </ul> <p>Ramp Display will display up to 15 characters per line, the TOBT and TSAT message will be flipped.</p> <p>TSAT time stamp will change based on an update by DMAN based on Pre-Departure Sequencing conditions.</p> <p>The display shall be cleared 1 minute after AOBT</p>	

### 2.22.2.6 Non A-CDM Procedure

2.22.2.6.1 Non A-CDM operations shall be performed in case of unavailability or maintenance of ACIP or any unforeseen situation that may result in TOBT unable to be submitted or TSAT cannot be provided.

2.22.2.6.2 During the period of Non A-CDM Operation, pilots shall request for ATC clearance when the aircraft is ready for pushback. ATC will then issue start-up/pushback clearance on a first-come-first-serve basis.

### 2.22.2.7 Contact and information

2.22.2.7.1 Detailed information on A-CDM processes at Kuala Lumpur International Airport can be found at <http://www.kul-acdm.com>

2.22.2.7.2 Please email the KUL A-CDM Team at [kulacdm@malaysiaairports.com.my](mailto:kulacdm@malaysiaairports.com.my) for the application of A-CDM system access or for further queries.

### 2.22.3 Aerodrome Control And Apron Services

2.22.3.1 Aerodrome control services at KL International Airport are provided by air traffic control from Tower East, Tower West and Apron Control Tower. Regulation of aircraft movement within the aprons are provided:

- a) From Tower East for Aprons ETN, ETS, ETE, ETW, ESW, ESN and ECS
- b) From Tower West for Aprons WTN, WTS, WTE, WTW, WSN, WSS, WSE and WSW
- c) From Apron Control Tower for Aprons ESE, ESS, ECE, ECN and ECW

2.22.3.2 Aerodrome control services at KL International Airport are provided for all runways, taxiways designated apron taxiways and aircraft stand taxilane.

2.22.3.3 On runways and designated taxiways air traffic control controls and regulates:

- a) Aircraft with respect to other aircraft, vehicles and obstructions;
- b) Vehicles with respect to aircraft.

2.22.3.4 On apron taxiways and aircraft stand taxilane, and other designated parts of the movement area, air traffic control regulates aircraft with respect to other aircraft and fixed obstructions. Air traffic control does not provide regulation or control of aircraft with respect to vehicles or people movement on this areas.

2.22.3.5 The pilot-in-command and aircraft marshalls shall be responsible for the safety of aircraft with respect to all vehicles during push back, engine start up and taxiing. Prior to, and during, engine start up, the pilot-in-command and aircraft marshalls shall be responsible to ensure that the aircraft is towed to the correct position for engine start and that the appropriate blast zone behind an aircraft is clear during engine start up.

### 2.22.4 Communication Services

2.22.4.1 On the movement area, all communications between air traffic control and pilots and between air traffic control and drivers of vehicles is on VHF. The functions and associated VHF frequencies are indicated in para WMKK AD 2.18. ATS COMMUNICATION FACILITIES.

## 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 replaced with a Radar Departure):

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

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

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 until 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
- BTN 1530-2200 UTC on every MON, THU and SUN.
  - BTN 0300-0400 UTC on every MON
- 2.22.8.9.2 Scheduled closure of RWY 14R/32L
- BTN 1530-2200 UTC on every TUE and FRI.
  - BTN 0300-0400 UTC on every TUE.
- 2.22.8.9.3 Scheduled closure of RWY 15/33
- BTN 1530-2200 UTC on every WED and SAT.
  - BTN 0300-0400 UTC on every WED
- 2.22.8.9.4 Additional Inspection and Maintenance Closures
- A 20-minute inspection will be conducted within the period BTN 2100 - 2200 UTC prior to reopening the runway.
  - 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.
  - 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:
- KLIA Terminal 1 (T1) : the area between RWY 32R/14L and RWY 32L/14R (inclusive)
  - 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:
- PMS East (STAR 1G): KAKAK, PULIP and SAROX;
  - PMS West (STAR 1H): NIREN, PUGER, SALAX, and GUPTA.
- 2.22.10.3.2 STAR arrival via GUPTA:
- 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
  - 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:
- PMS East (STAR 1G): manage arrivals for RWY 32R/32L or RWY 14R/14L;
  - 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:
- Adverse weather conditions;
  - Single PMS in use;
  - Airspace activities (e.g., calibration, flypast);
  - 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.  <b>BETWEEN 0000 – 0400 UTC, ENTRY POINT VIA GUPTA, ASSIGNMENT OF THE STAR SHALL DEPEND ON THE OPERATOR PARKING TERMINAL ASSIGNMENT.</b>
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.  <b>STAR 3K / 3J ONLY AVAILABLE BETWEEN 1600 – 2100 UTC.</b>

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 (AECC) 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:
- The flight destination is not listed in paragraph 2.22.12.2; or
  - The RCD message does not comply with EUROCAE ED-85A standards or contains inaccurate flight data; or
  - 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:**

- Pilots shall adopt the following speeds when notified that the STAR is cancelled:
  - Under radar vectors:
    - 185 KIAS on turning to intercept the localizer;
    - 160 KIAS from 10NM until 5NM to touchdown.
  - Own navigation to intercept the final approach track:
    - 185 KIAS 15 track miles from touchdown;
    - 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.

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STANDARD TAXI ROUTE - CODE F DEPARTURE RWY 33 (TABULAR 1)	AD 2-WMKK-2-84
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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 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-6-7
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-6-8
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-6-9
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-6-10
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO - RWY 14R DEPARTURES FOR SAAS SUBANG	AD 2-WMKK-6-11

Chart name	Page
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-6-13
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 (TABULAR 1)	AD 2-WMKK-6-14
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 (TABULAR 2)	AD 2-WMKK-6-15
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 (TABULAR 3)	AD 2-WMKK-6-16
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-6-17
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-6-18
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-6-19
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-6-20
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO - RWY 32R DEPARTURES FOR SAAS SUBANG	AD 2-WMKK-6-21
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-6-23
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-6-24
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-6-25
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-6-26
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-6-27
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-6-29
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-6-30
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-6-31
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-6-32
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-6-33
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

Chart name	Page
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO - RWY32R, 32L, 33 RNAV (GNSS) PMS SOUTH PUGER 1J KAKAK 1J SAROX 1J NIREN 1 J PULIP 1J GUPTA 1J SALAX 1J (TABULAR 1)	AD 2-WMCK-7-14
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO - RWY32R, 32L, 33 RNAV (GNSS) PMS SOUTH PUGER 1J KAKAK 1J SAROX 1J NIREN 1 J PULIP 1J GUPTA 1J SALAX 1J (TABULAR 2)	AD 2-WMCK-7-15
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO - RWY32R, 32L, 33, RNAV (GNSS) PMS SOUTH PUGER 1J KAKAK 1J SAROX 1J NIREN 1J PULIP 1J GUPTA 1J SALAX 1J (TABULAR 3)	AD 2-WMCK-7-16
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO - RWY32R, 32L, 33, RNAV (GNSS) PMS SOUTH PUGER 1J KAKAK 1J SAROX 1J NIREN 1J PULIP 1J GUPTA 1J SALAX 1J (TABULAR 4)	AD 2-WMCK-7-17
STANDARD ARRIVAL CHART - ICAO - RWY 32R, 32L, 33 RNP 1 (GNSS) PUGER 3J KAKAK 3J SAROX 3J NIREN 3J PULIP 3J GUPTA 3J SALAX 3J	AD 2-WMCK-7-19
STANDARD ARRIVAL CHART - ICAO - RWY 32R, 32L, 33 RNP 1 (GNSS) PUGER 3J KAKAK 3J SAROX 3J NIREN 3J PULIP 3J GUPTA 3J SALAX 3J (TABULAR 1)	AD 2-WMCK-7-20
STANDARD ARRIVAL CHART - ICAO - RWY 32R, 32L, 33 RNP 1 (GNSS) PUGER 3J KAKAK 3J SAROX 3J NIREN 3J PULIP 3J GUPTA 3J SALAX 3J (TABULAR 2)	AD 2-WMCK-7-21
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO - RWY 14L, 14R, 15 RNAV(GNSS) PMS NORTH PUGER 1K KAKAK 1K SAROX 1K NIREN 1K PULIP 1K GUPTA 1K SALAX 1K	AD 2-WMCK-7-23
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO - RWY 14L, 14R, 15 RNAV(GNSS) PMS NORTH PUGER 1K KAKAK 1K SAROX 1K NIREN 1K PULIP 1K GUPTA 1K SALAX 1K (TABULAR 1)	AD 2-WMCK-7-24
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO - RWY 14L, 14R, 15 RNAV(GNSS) PMS NORTH PUGER 1K KAKAK 1K SAROX 1K NIREN 1K PULIP 1K GUPTA 1K SALAX 1K (TABULAR 2)	AD 2-WMCK-7-25
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO - RWY 14L, 14R, 15 RNAV(GNSS) PMS NORTH PUGER 1K KAKAK 1K SAROX 1K NIREN 1K PULIP 1K GUPTA 1K SALAX 1K (TABULAR 3)	AD 2-WMCK-7-26
STANDARD ARRIVAL CHART - ICAO - RWY 14L, 14R, 15 RNP 1 (GNSS) PUGER 3K KAKAK 3K SAROX 3K NIREN 3K PULIP 3K GUPTA 3K SALAX 3K	AD 2-WMCK-7-27
STANDARD ARRIVAL CHART - ICAO - RWY 14L, 14R, 15 RNP 1 (GNSS) PUGER 3K KAKAK 3K SAROX 3K NIREN 3K PULIP 3K GUPTA 3K SALAX 3K (TABULAR 1)	AD 2-WMCK-7-28
STANDARD ARRIVAL CHART - ICAO - RWY 14L, 14R, 15 RNP 1 (GNSS) PUGER 3K KAKAK 3K SAROX 3K NIREN 3K PULIP 3K GUPTA 3K SALAX 3K (TABULAR 2)	AD 2-WMCK-7-29
INITIAL APPROACH CHART - RWY 14L RNAV (GNSS) INITIAL APPROACH PROCEDURE VIA PMS EAST / WEST / NORTH	AD 2-WMCK-7-31
INITIAL APPROACH CHART - RWY 14L RNAV (GNSS) INITIAL APPROACH PROCEDURE VIA PMS EAST / WEST / NORTH (TABULAR 1)	AD 2-WMCK-7-32
INITIAL APPROACH CHART - RWY 14R RNAV (GNSS) INITIAL APPROACH PROCEDURE VIA PMS EAST / WEST / NORTH	AD 2-WMCK-7-33
INITIAL APPROACH CHART - RWY 14R RNAV (GNSS) INITIAL APPROACH PROCEDURE VIA PMS EAST / WEST / NORTH (TABULAR 1)	AD 2-WMCK-7-34
INITIAL APPROACH CHART - RWY 15 RNAV (GNSS) INITIAL APPROACH PROCEDURE VIA PMS EAST / WEST / NORTH	AD 2-WMCK-7-35
INITIAL APPROACH CHART - RWY 15 RNAV (GNSS) INITIAL APPROACH PROCEDURE VIA PMS EAST / WEST / NORTH (TABULAR 1)	AD 2-WMCK-7-36
INITIAL APPROACH CHART - RWY 32L RNAV (GNSS) INITIAL APPROACH PROCEDURE VIA PMS EAST / WEST / SOUTH	AD 2-WMCK-7-37
INITIAL APPROACH CHART - RWY 32L RNAV (GNSS) INITIAL APPROACH PROCEDURE VIA PMS EAST / WEST / SOUTH (TABULAR 1)	AD 2-WMCK-7-38
INITIAL APPROACH CHART - RWY 32R RNAV (GNSS) INITIAL APPROACH PROCEDURE VIA PMS EAST / WEST / SOUTH	AD 2-WMCK-7-39
INITIAL APPROACH CHART - RWY 32R RNAV (GNSS) INITIAL APPROACH PROCEDURE VIA PMS EAST / WEST / SOUTH (TABULAR 1)	AD 2-WMCK-7-40
INITIAL APPROACH CHART - RWY 33 RNAV (GNSS) INITIAL APPROACH PROCEDURE VIA PMS EAST / WEST / SOUTH	AD 2-WMCK-7-41
INITIAL APPROACH CHART - RWY 33 RNAV (GNSS) INITIAL APPROACH PROCEDURE VIA PMS EAST / WEST / SOUTH (TABULAR 1)	AD 2-WMCK-7-42
INSTRUMENT APPROACH CHART - ICAO - RWY 14L ILS OR LOC	AD 2-WMCK-8-1
INSTRUMENT APPROACH CHART - ICAO - RWY 14L ILS OR LOC (TABULAR 1)	AD 2-WMCK-8-2
INSTRUMENT APPROACH CHART - ICAO - RWY 14L RNP Y	AD 2-WMCK-8-3
INSTRUMENT APPROACH CHART - ICAO - RWY 14L RNP Y (TABULAR 1)	AD 2-WMCK-8-4
INSTRUMENT APPROACH CHART - ICAO - RWY 14L RNP X	AD 2-WMCK-8-5
INSTRUMENT APPROACH CHART - ICAO - RWY 14L RNP X (TABULAR 1)	AD 2-WMCK-8-6
INSTRUMENT APPROACH CHART - ICAO - RWY 14L VOR/DME	AD 2-WMCK-8-7

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

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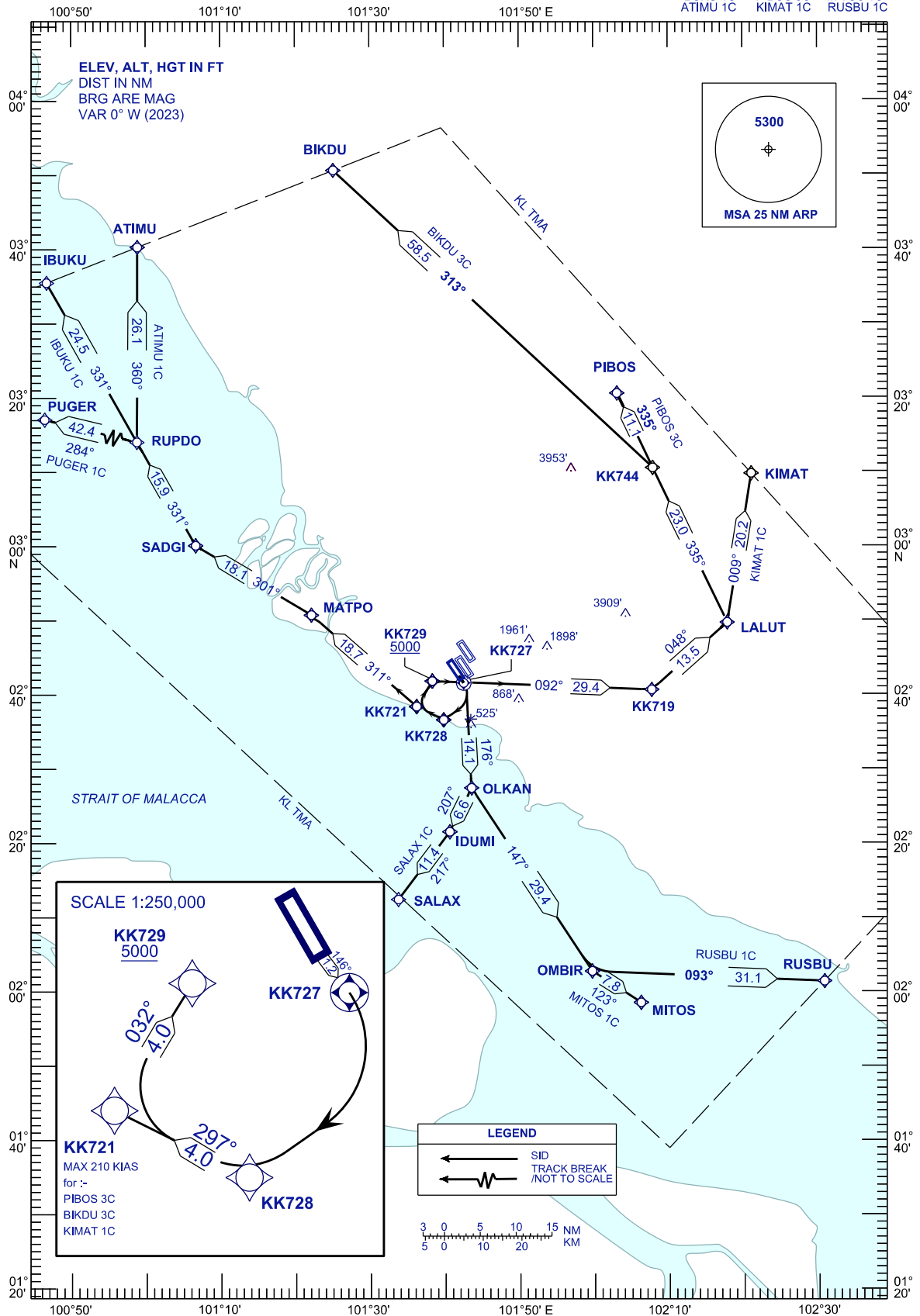
**STANDARD DEPARTURE CHART  
INSTRUMENT (SID) - ICAO**

TRANSITION ALT 11 000 FT

APP	121.250	TWR	119.800
	124.200		
	118.650	GND	118.050
	125.850		
		D-ATIS	126.450
	135.750	ID-WMKK	

**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



**SCALE 1:250,000**

**KK729**  
5000

**KK727**

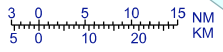
**KK721**  
MAX 210 KIAS  
for :-  
PIBOS 3C  
BIKDU 3C  
KIMAT 1C

**KK728**

032° 4.0  
297° 4.0  
146° 1.2

**LEGEND**

← SID  
← TRACK BREAK / NOT TO SCALE



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

**WMKP AD 2.23 ADDITIONAL INFORMATION****2.23.1 Local Flying Restrictions**

- a) Right hand circuit Runway 04  
Left hand circuit Runway 22
- b) Circuit height - light ACFT 1000 ft within 5 NM radius of the ARP.  
- other ACFT 1500 ft within 7 NM radius of the ARP.
- c) Circling prohibited in sector 250° - 020° due to high terrain.

**2.23.2 Bird Concentration**

Presence of birds within airport vicinity, Pilot to be caution during take off and landing.

**2.23.3 Deviation of compliance**

2.23.3.1 Wind direction indicator (WDI) non frangible for both runway.

**2.23.4 GNSS RAIM**

2.23.4.1 RNP AR APCH operations are authorised based on GNSS as the primary infrastructure. It is mandatory for operators who wish to conduct RNP AR APCH to get GNSS RAIM prediction associated with GNSS availability. At this stage, CAAM Malaysia will not provide such service and operators who wish to conduct RNP AR APCH procedures are assumed to have their own source for the necessary GNSS information.

**2.23.5 Pilot to exercise caution on the aerodrome non-conforming issues**

- 2.23.5.1 Portion of the perimeter road located within the runway strips on the left side of the Runway 22 approach. No vehicle movement is allowed during aircraft take-off and landing.
- 2.23.5.2 Portion of the perimeter road located within TWY strips parallel TWY A from TWY A22 to TWY D.
- 2.23.5.3 No vehicle movement is allowed during aircraft taxiing at TWY A from TWYA22 to TWY D.
- 2.23.5.4 Taxiway edge light not available at Cargo Apron.
- 2.23.5.5 Insufficient wing tip safety clearance of 5.1 m for A333 aircraft at the left side during entering and exiting at Bay 21.
- 2.23.5.6 A service road on the terminal apron is situated 33 m from the centre line of Apron Taxiway K.

WMKP AD 2.24 CHARTS RELATED TO AN AERODROME

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

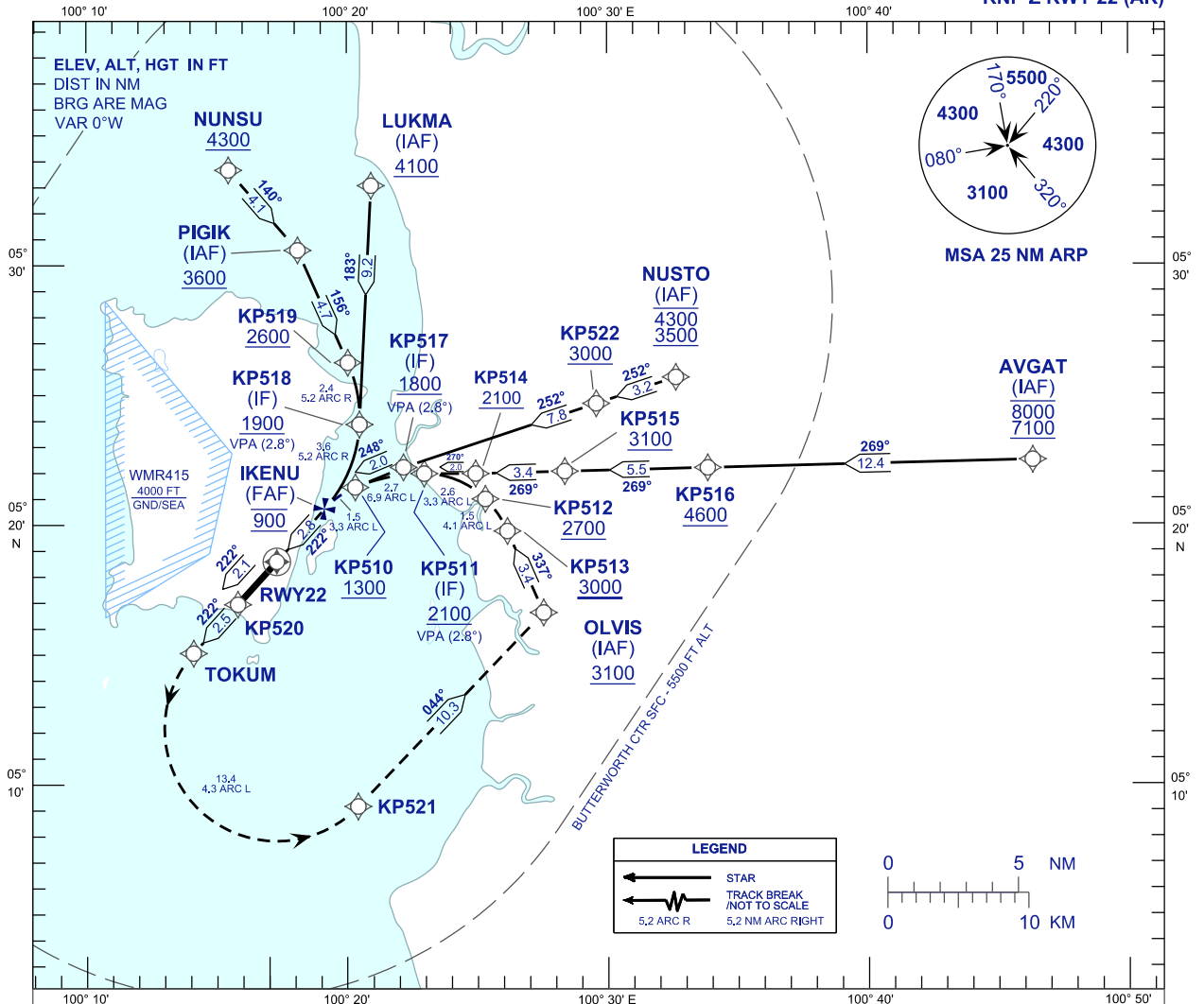
**INSTRUMENT  
APPROACH  
CHART - ICAO**

**AERODROME ELEV 10 FT**  
HEIGHT RELATED TO  
THR RWY 22 - ELEV 10 FT

APP 125.925  
TWR 121.10  
SMC 121.60, 121.90  
ATIS 126.40

**PENANG/PENANG  
INTERNATIONAL AIRPORT (WMKP)**

**RNP Z RWY 22 (AR)**

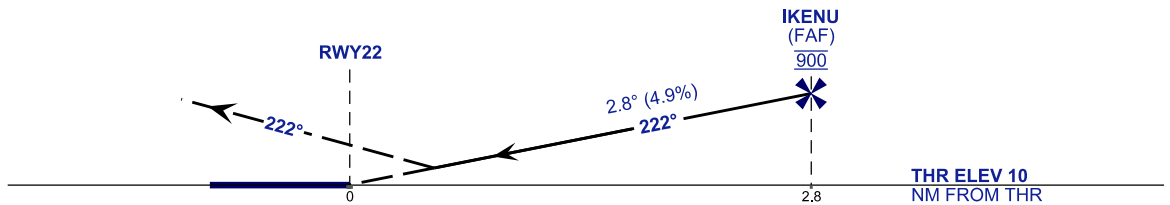


VPA 2.8°  
RDH 50FT

**MISSED APPROACH**

CLIMB TO 3100FT VIA THE RNP MISSED APPROACH,  
TRACK TO OLVIS 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)	620 (610)	
CIRCLING AND ALTERNATE N/A		

**AUTHORIZATION REQUIRED**

**NOTES**

- 1) APPROACH NOT AUTHORIZED WHEN AIRPORT TEMPERATURE BELOW 19°C OR ABOVE 40°C.
- 2) RF REQUIRED.
- 3) WMKP ALTIMETER SETTING REQUIRED.
- 4) GNSS REQUIRED.
- 5) PAPI AND VERTICAL PATH ANGLE NOT COINCIDENT.
- 6) RNP 1.0 REQUIRED FROM NUNSU TO IAF.
- 7) RNP 0.3 REQUIRED FROM IAF'S TO FAF.
- 8) RNP 0.3 REQUIRED FROM DA TO KP520.
- 9) RNP 0.5 REQUIRED FROM KP520 TO TOKUM.
- 10) LATERAL TRANSITION TO MAP MUST NOT BE INITIATED PRIOR TO DA/H POSITION.

CHANGES : KK514 TO READ AS KP514

**PENANG/PENANG**

**INTERNATIONAL AIRPORT (WMKP)**

**INSTRUMENT**

AERODROME ELEV 10 FT

**APPROACH**

HEIGHT RELATED TO

**CHART - ICAO**

THR RWY 22 - ELEV 10 FT

RNP Z RWY 22 (AR)

**TABULAR DESCRIPTION**

**NUNSU TRANSITION**

SEQ	PATH TERM	WAYPOINT IDENTIFIER	RF ARC CENTER	FLY OVER	WPT DESC	TRACK (M)/ DISTANCE (NM) OR COURSE/TIME	ARC DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KIAS)	VPA	RNP (NM)
010	IF	NUNSU	-	N	-	-	-	+4300	-	-	-
020	TF	PIGIK	-	N	IAF	140°/4.1	-	+3600	-	-	1.0
030	TF	KP519	-	N	-	156°/4.7	-	+2600	-	-	0.3
040	RF	KP518	RKP20	N	IF	5.2 RF/2.4	R	+1900	-	-	0.3
050	RF	IKENU	RKP20	N	FAF	5.2 RF/3.6	R	@900	-	-2.8	0.3

**LUKMA TRANSITION**

SEQ	PATH TERM	WAYPOINT IDENTIFIER	RF ARC CENTER	FLY OVER	WPT DESC	TRACK (M)/ DISTANCE (NM) OR COURSE/TIME	ARC DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KIAS)	VPA	RNP (NM)
010	IF	LUKMA	-	N	IAF	-	-	+4100	-	-	-
020	TF	KP518	-	N	IF	183°/9.2	-	+1900	-	-	0.3
030	RF	IKENU	RKP20	N	FAF	5.2 RF/3.6	R	@900	-	-2.8	0.3

**NUSTO TRANSITION**

SEQ	PATH TERM	WAYPOINT IDENTIFIER	RF ARC CENTER	FLY OVER	WPT DESC	TRACK (M)/ DISTANCE (NM) OR COURSE/TIME	ARC DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KIAS)	VPA	RNP (NM)
010	IF	NUSTO	-	N	IAF	-	-	-4300 +3500	-	-	-
020	TF	KP522	-	N	-	252°/3.2	-	+3000	-	-	0.3
030	TF	KP517	-	N	IF	252°/7.8	-	+1800	-	-	0.3
040	TF	KP510	-	N	-	248°/2.0	-	+1300	-	-2.8	0.3
050	RF	IKENU	RKP19	N	FAF	3.3 RF/1.5	L	@900	-	-2.8	0.3

NEW CHART

4	Secondary power supply/switch-over time	Secondary power supply : Available Approach, Threshold, Runway edge, Runway end, PAPI, Taxiway Centre-line, Taxiway Edge, Wind Direction Indicator, Glide Path, Localizer, RVR, Obstacle and High Mast Switch-over time: Maximum 15 seconds
5	Remarks	Apron edge light at the northern side of Royal Malaysian Air Force (RMAF) dispersal area and western side of the main taxiway from TWY Y to RMAF dispersal area not available. Area will be marked with red and white road barrier signage and will be lighted at night.

**WMSA AD 2.16 HELICOPTER LANDING AREA**

1	Coordinates TLOF or THR of FATO Geoid undulation	030733.20N 1013339.33E GUND: NIL
2	TLOF and/or FATO elevation M/FT	21 M (69 FT)
3	TLOF and FATO Area dimensions: Surface: Strength: Marking:	Rectangle 19.5 M x 19.5 M Concrete (Rigid) PCN 71 / R / C / W / T White Edges and White Letter H
4	True BRG of FATO	121.04° Direction from ARP to FATO
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	NIL

**WMSA AD 2.17 ATS AIRSPACE**

1	Designation and lateral limits	SUBANG CTR From 031253N 1013258E thence anti-clockwise around a 5NM semi-circle based on Subang ARP 030752N 1013253E to 030253N 1013258E thence a straight line to 030342N 1014215E thence clockwise around a 3NM semi-circle based on 030642N 1014215E to 030942N 1014215E thence a straight line to 031253N 1013258E
2	Vertical limits	SFC to 1 500 FT AMSL
3	Airspace classification	C
4	ATS unit call sign Language(s)	SUBANG TOWER, SUBANG GROUND, SUBANG DELIVERY English
5	Transition altitude	11 000 FT AMSL
6	Remarks	NIL

WMSA AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
CLEARANCE DELIVERY	SUBANG DELIVERY	120.450 MHZ	H24	Pilots shall contact Subang Delivery to obtain ATC clearance.
SMC	SUBANG GROUND	121.900 MHZ	H24	-
SMC (RMAF)	AIRFORCE GROUND	P125.200 MHZ P273.600 MHZ S120.300 MHZ S245.300 MHZ		P Primary S Secondary
TWR	SUBANG TOWER	118.200 MHZ		-
APP	LUMPUR RADAR	124.200 MHZ 118.650 MHZ 135.250 MHZ		All IFR Deps at Sultan Abdul Aziz Shah Airport must ctc Lumpur Radar 124.2MHZ or 118.65MHZ after airborne or as per instructed otherwise.
FIS	LUMPUR INFORMATION	126.100 MHZ	HJ	TEL: +(60) 3 85291243
ATIS	SUBANG TERMINAL INFORMATION	127.600 MHZ	H24	-

WMSA 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	ISB	110.300 MHZ	H24	030652.9N 1013331.4E	99.90 FT 30.45 M	LOC - 25 Watt
GP/DME		335.000 MHZ CH 40X		030832.3N 1013228.6E	112.17 FT 34.19 M	RDH : 54 FT GP - 5 Watt DME - 100 Watt
NDB	CE	205KHZ		031744.7N 1012707.3E	NIL	149° MAG 11.4NM fm ARP. 50W
DVOR/DME	VBA	114.700 MHZ CH 94X		031930.3N 1012739.2E	NIL	En - Route and Terminal
DVOR / DME	VKL	116.100 MHZ CH 108X		024328.0N 1014417.0E	NIL	NIL

**WMSA AD 2.20 LOCAL AERODROME REGULATIONS****2.20.1 Local Flying Restrictions**

1. Left hand circuit for RWY 33 to west of airfield.
2. Right hand circuit for RWY 15 to west of airfield.
3. Circuit altitude: 600 ft AMSL for Helicopters.  
1000 ft AMSL for light aircraft and 1500 ft for other aircraft.
4. Not available to aircraft without 2-way radio communication unless with prior permission.

**2.20.2 Start Up And Push Back**

- 2.20.2.1 Air traffic control will authorise the initiation of engine start-up and aircraft push back in order to regulate the movement of aircraft.
- 2.20.2.2 The pilots-in-command of all aircraft require clearance from air traffic control for both engines start up and push back. All departing aircraft shall contact SUBANG DELIVERY for ATC clearance 5 minutes before engine start.
- 2.20.2.3 Aircraft shall be pushed back from the parking stand before start-up. However, if required due to technical reasons a start-up may be approved whilst aircraft is still at the parking stand.

The following requirements and restrictions shall apply to aircraft for engine runs:

- 2.20.2.3.1 Idle power engine run may be carried out at Taxiway N, Taxiway P, Taxiway Q, Taxiway R, Taxiway W and Central Apron provided the aircraft marshaller ensures that the area of the blast cone is clear. It is subject to approval by ATC and consent from airport authority based on suitable timing, type of aircraft and safety purposes.
- 2.20.2.3.2 Full power engine ground run may be carried out at designated engine ground-run (EGR) bay only.
- 2.20.2.4 Twin Otter (DH-6) may be cleared to start engine only at specific bay before commencing push back subject to ATC approval.

**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 and push back.
- 2.20.4.2 ATC may instruct aircraft to depart from reciprocal runway.

**2.20.5 Procedures For Taxiing And Towing Of Aircraft.**

Aircraft that are not located or parked at aircraft stand / bay shall report their current position based on AIP Publication - Aerodrome / Heliport Chart. Any extra information may be given to ATC.

- 2.20.5.1 The Pilot In Command or Tow Master shall contact Subang Ground on VHF frequency prior start-up or prior towing.
- 2.20.5.2 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.
- 2.20.5.3 All aircraft shall follow Power-in Push-back (PIPB) procedure.
- 2.20.5.4 All aircraft shall be tow in and out of central apron and light aircraft parking area. Wing walkers required to assist towing aircraft.
- 2.20.5.4.1 Exemption is given to light aircraft to taxi on central apron and light aircraft parking area and shall be escorted and accompanied by wing walker and marshal to control ground traffic movement.

**2.20.6 Arriving Aircraft Parking Arrangement**

- 2.20.6.1 Aircraft stand taxilane P1 from Bay 1 until Bay 4 and Bay 13 until Bay 14 is restricted for aircraft wing span 28 m and below.
- 2.20.6.2 Aircraft stand taxilane N1 from Bay 11 until Bay 12 is restricted for aircraft wing span 28 m and below.
- 2.20.7. Taxiway D, J, L and M are for day operations only.

**WMSA AD 2.21 NOISE ABATEMENT PROCEDURES**

NIL

**WMSA AD 2.22 FLIGHT PROCEDURES**

**2.22.1 General**

2.22.1.1 All operations into and out of Sultan Abdul Aziz Shah Airports shall be in accordance with the Instrument Flight Rules and Visual Flight Rules.

**2.22.2 Approach And Departure Procedures**

2.22.2.1 Departing Aircraft

2.22.2.1.1 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, flow of traffic and departure slot allocations and management. The order of departure may not be the order in which aircraft arrive at the departure queue.

2.22.2.1.2 Immediate Take-off Clearance:

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;

2.22.2.2 Landing Aircraft

2.22.2.2.1 After landing, aircraft shall vacate runway via the nearest possible Taxiway or as per instructed by Air Traffic Controller.

2.22.2.3 Missed Approach Procedures

2.22.2.3.1 When a pilot-in-command executes a "go around", the pilot 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.

**2.22.3 Hazardous Weather Warning**

2.22.3.1 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 1: "...C/S, Runway 15, (arrival/departure), micro burst, (XX) miles final, airspeed loss (XX knots)". Or

Example 2: "At time (XXXX), an arriving (aircraft type) reported Windshear at (XXXFT), Airspeed Loss (XX KT).. (effect of wind shear on aircraft, e.g. drift, vertical speed tendency)."

**WMSA AD 2.23 ADDITIONAL INFORMATION**

2.23.1. The following areas are not visible from the Control Tower.

- a) Taxiway S from abeam CAAM Hangar to Wira Kris Hangar.
- b) Taxilane between Taxiway R and CAAM Old Hangar.
- c) Taxiway T between Taxiway D and Taxiway Q.
- d) Taxiway T between Taxiway M up to Taxiway J
- e) Central Apron.
- f) Main Apron between Bay 10, Bay 11 and Bay 12.

**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

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 RNP Z (AR) (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

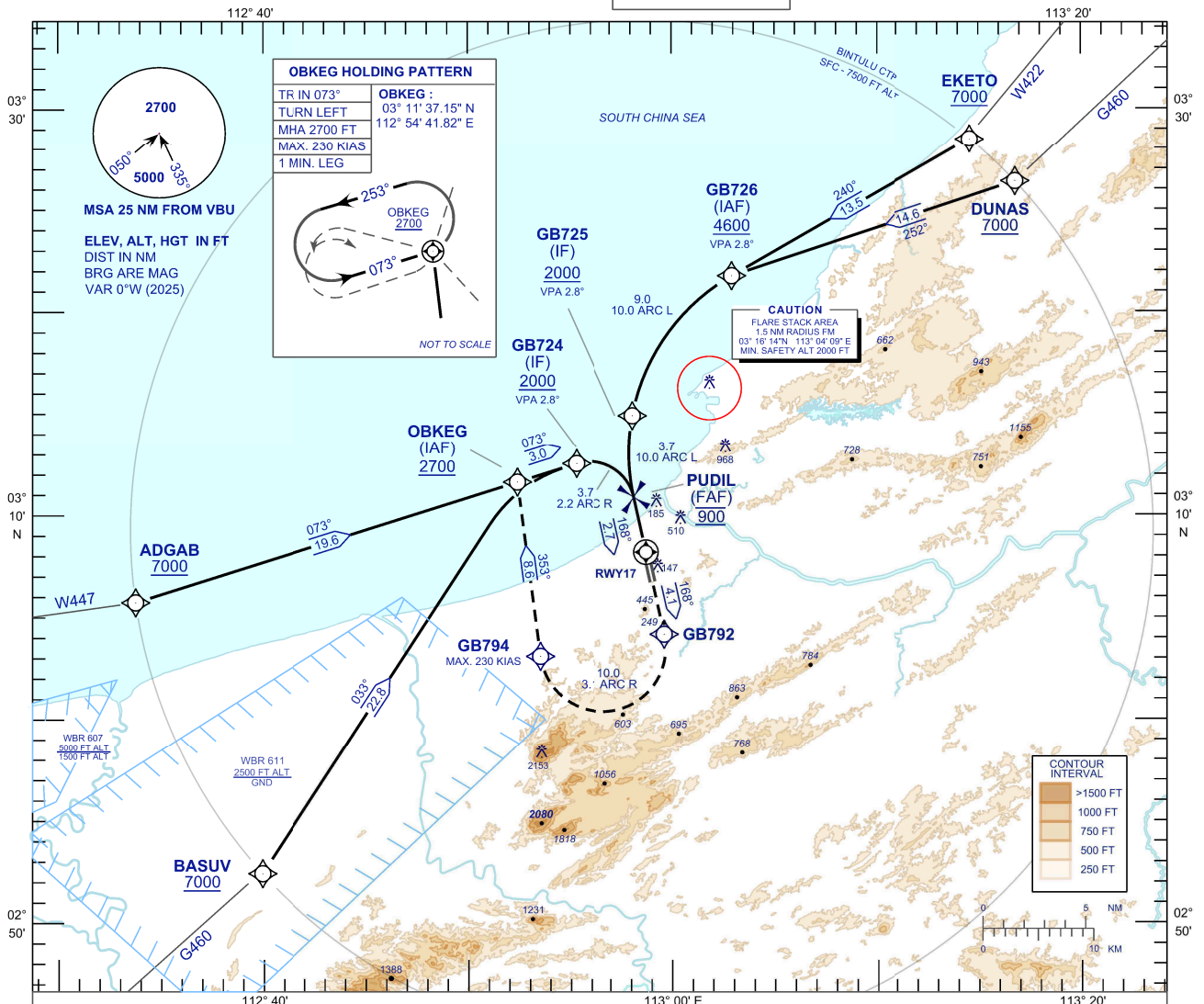
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**INSTRUMENT  
APPROACH  
CHART - ICAO**

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

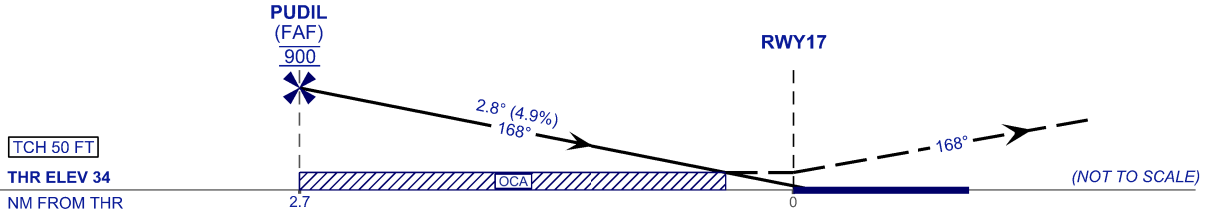
TWR	122.30 (P)
SMC	121.80
ATIS	127.80
	119.25 (S)

**BINTULU/BINTULU (WBGB)**  
**RNP Z RWY 17 (AR)**



TRANSITION LEVEL FL 130  
TRANSITION ALT 11,000 FT

**MISSED APPROACH:**  
CLIMB TO 2700 FT OR ABOVE ON RNP Z MISSED APPROACH,  
TRACK TO OBKEG AND HOLD, OR AS DIRECTED BY ATC.



STRAIGHT-IN APPROACH	OCA (OCH)	
CATEGORY OF AIRCRAFT	C	D
RNP (0.30)	598 (564)	
CIRCLING AND ALTERNATE N/A		

**AUTHORIZATION REQUIRED**

- NOTES :**
- 1) APPROACH NOT AUTHORIZED WHEN AIRPORT TEMPERATURE BELOW 15°C OR ABOVE 40°C.
  - 2) RF REQUIRED.
  - 3) WBGB ALTIMETER SETTING REQUIRED.
  - 4) GNSS REQUIRED.
  - 5) PAPI AND VERTICAL PATH ANGLE NOT COINCIDENT.
  - 6) RNP 0.3 REQUIRED FROM IAF'S TO FAF.

NEW CHART

**INSTRUMENT  
APPROACH  
CHART - ICAO**

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

**BINTULU/BINTULU (WBGB)  
RNP Z RWY 17 (AR)**

## TABULAR DESCRIPTION

### EKETO TRANSITION

SEQ.	PATH TERM.	WAYPOINT IDENTIFIER	RF ARC CENTER	FLY OVER	WPT. DESC.	TRACK/DIST. OR COURSE/TIME	ARC DIRECT.	ALTITUDE (FT)	SPEED LIMIT (KT)	VPA	RNP
010	IF	EKETO	-	-	-	-	-	+7000	-	-	-
020	TF	GB726	-	-	IAF	240° M / 13.5 NM	-	+4600	-	-	1.0
030	RF	GB725	RGB73	-	IF	10.0 RF / 9.0 NM	L	+2000	-	-2.8°	0.3
040	RF	PUDIL	RGB73	-	FAF	10.0 RF / 3.7 NM	L	@900	-	-2.8°	0.3

### DUNAS TRANSITION

SEQ.	PATH TERM.	WAYPOINT IDENTIFIER	RF ARC CENTER	FLY OVER	WPT. DESC.	TRACK/DIST. OR COURSE/TIME	ARC DIRECT.	ALTITUDE (FT)	SPEED LIMIT (KT)	VPA	RNP
010	IF	DUNAS	-	-	-	-	-	+7000	-	-	-
020	TF	GB726	-	-	IAF	252° M / 14.6 NM	-	+4600	-	-	1.0
030	RF	GB725	RGB73	-	IF	10.0 RF / 9.0 NM	L	+2000	-	-2.8°	0.3
040	RF	PUDIL	RGB73	-	FAF	10.0 RF / 3.7 NM	L	@900	-	-2.8°	0.3

### BASUV TRANSITION

SEQ.	PATH TERM.	WAYPOINT IDENTIFIER	RF ARC CENTER	FLY OVER	WPT. DESC.	TRACK/DIST. OR COURSE/TIME	ARC DIRECT.	ALTITUDE (FT)	SPEED LIMIT (KT)	VPA	RNP
010	IF	BASUV	-	-	-	-	-	+7000	-	-	-
020	TF	OBKEG	-	-	IAF	033° M / 22.8 NM	-	+2700	-	-	1.0
030	TF	GB724	-	-	IF	073° M / 3.0 NM	R	+2000	-	-2.8°	0.3
040	RF	PUDIL	RGB71	-	FAF	2.2 RF / 3.7 NM	R	@900	-	-2.8°	0.3

### ADGAB TRANSITION

SEQ.	PATH TERM.	WAYPOINT IDENTIFIER	RF ARC CENTER	FLY OVER	WPT. DESC.	TRACK/DIST. OR COURSE/TIME	ARC DIRECT.	ALTITUDE (FT)	SPEED LIMIT (KT)	VPA	RNP
010	IF	ADGAB	-	-	-	-	-	+7000	-	-	-
020	TF	OBKEG	-	-	IAF	073° M / 19.6 NM	-	+2700	-	-	2.0
030	TF	GB724	-	-	IF	073° M / 3.0 NM	-	+2000	-	-2.8°	0.3
040	RF	PUDIL	RGB71	-	FAF	2.2 RF / 3.7 NM	R	@900	-	-2.8°	0.3

NEW TABULAR