MALAYSIA

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CIVIL AVIATION AUTHORITY OF MALAYSIA
AERONAUTICAL INFORMATION SERVICES
AIR TRAFFIC CONTROL TOWER (TOWER WEST)
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AIRAC AIP AMDT
02/26
Effective Date: 14 MAY 2026
Publication Date: 05 MAR 2026

This AIRAC AIP AMDT 02/26 contains:

GEN 0.3-1 To 0.3-3	Updating Record of AIP Supplements
GEN 0.4-1 To 13	Updating Checklist of AIP pages.
GEN 3.2-3	Updating List of Aeronautical Charts Available - Aerodrome Chart - ICAO (AC) - KL International (WMKK), Kota Bharu (WMKC), Kuching (WBGG), Miri (WBGR),
GEN 3.2-4	Updating List of Aeronautical Charts Available - Standard Departure Chart - Instrument - ICAO (SID) - Alor Setar (WMKA)
GEN 3.2-8	Updating List of Aeronautical Charts Available - Standard Arrival Chart - Instrument - ICAO (STAR) - Alor Setar (WMKA)
GEN 3.2-12	Updating List of Aeronautical Charts Available - Instrument Approach Chart - ICAO (IAC) - Alor Setar (WMKA)
GEN 3.2-13 To 14	Re-indexing pages
ENR 1.8-16	Updating 1.8.6.1 Flights Departing and Landing at Airports Within Kuala Lumpur FIR
ENR 1.8-29	Updating 1.8.6.5.2 table.
ENR 1.8-48 To 50	Add Flight Planning Requirements for Direct Route Operations (DROs) within Kota Kinabalu FIR.
ENR 1.8-51, 52	Re-indexing pages.
ENR 3.3-54	Updating Y506 & Y507
AD 2-WMKA-1-8	Remove Alor Setar Tower FREQ 258.200 Mhz
AD 2-WMKA-6-1 To 3	Removed FREQ 258.2 MHZ
AD 2-WMKA-7-1 To 3	Removed FREQ 258.2 MHZ
AD 2-WMKA-8-1 To 13	Removed FREQ 258.2 MHZ
AD 2-WMKC-1-3	Updating APRON & TWY width, Surface and Strength
AD 2-WMKC-1-4	Updating TWY Markings
AD 2-WMKC-1-5 To 6	Re-indexing pages
AD 2-WMKC-1-7	Updating AD 2.14
AD 2-WMKC-1-8	Updating HTML Format
AD 2-WMKC-1-9	Updating Local Aerodrome Regulations Regarding EGR Procedure.
AD 2-WMKC-2-1 To 5	Updating Charts
AD 2-WMKD-1-3	Updating TWY Width, surface and Strength
AD 2-WMKD-1-4	Updating AD 2.8 & AD 2.9
AD 2-WMKD-1-5	Updating Aerodrome Obstacles
AD 2-WMKD-1-6	Re-indexing pages
AD 2-WMKD-1-8	Add GP/DME FREQ 332.600 MHz
AD 2-WMKD-1-12	Updating Charts Related To An Aerodrome
AD 2-WMKD-2-1 & 5	Updating Charts
AD 2-WMKE-1-2	Updating Fuelling Facilities & Capacity / Updating Capability for removal of disabled ACFT
AD 2-WMKE-1-3	Updating Apron and TWY Width, surface and strength
AD 2-WMKE-1-4	Updating AD 2.9
AD 2-WMKE-1-5 To 6	Re-indexing pages
AD 2-WMKE-1-8	Updating AD 2.12 & AD 2.13
AD 2-WMKE-1-9 To 11	Re-indexing pages
AD 2-WMKE-1-12	Updating Charts Related To An Aerodrome
AD 2-WMKI-1-3	Updating Remarks AD 2.8
AD 2-WMKI-1-4	Updating RWY and TWY markings and LGT

AD 2-WMKK-1-5	Updating Apron TWY M2
AD 2-WMKK-1-6 To 7	Re-indexing pages
AD 2-WMKK-1-23 To 24	Re-indexing pages
AD 2-WMKK-1-42	Updating Additional INFO
AD 2-WMKK-1-44,46 & 47	Updating Charts Related To An Aerodrome
AD 2-WMKK-2-1,5,21,24, 25,26,27,33,37,47,53,59, 65,69,71,77,79 & 81.	Updating charts - TWY M2
AD 2-WMSA-1-14 To 15	Updating Helicopter Departure and Arrival Using TWY Sierra Procedures.
AD 2-WBGR-1-2	Updating AD 2.6
AD 2-WBGR-1-3 To 4	Updating TWY width, surface and strength
AD 2-WBGR-1-8	Updating AD 2.12
AD 2-WBGR-1-11	Updating Local Aerodrome Regulation
AD 2-WBGR-1-12	Updating ADD INFO
AD 2-WBGR-2-1 To 5	Updating charts
AD 2-WBGK-1-2	Updating Remarks AD 2.4 and AD 2.6
AD 2-WBGK-1-3	Updating TWY width surface and strength
AD 2-WBGK-1-9	Updating AD 2.15
AD 2-WBGK-2-3 To 5	Updating Charts
AD 2-WBKT-1-1	Updating Operational AD Operator and Remarks

DESTROY			INSERT		
GEN	0.3-1	24 FEB 2026	GEN	0.3-1	14 MAY 2026
	0.3-2	24 FEB 2026		0.3-2	14 MAY 2026
	0.3-3	24 FEB 2026		0.3-3	14 MAY 2026
	0.3-4	24 FEB 2026		0.3-4	14 MAY 2026
	0.4-1	24 FEB 2026		0.4-1	14 MAY 2026
	0.4-2	24 FEB 2026		0.4-2	14 MAY 2026
	0.4-3	24 FEB 2026		0.4-3	14 MAY 2026
	0.4-4	24 FEB 2026		0.4-4	14 MAY 2026
	0.4-5	24 FEB 2026		0.4-5	14 MAY 2026
	0.4-6	24 FEB 2026		0.4-6	14 MAY 2026
	0.4-7	24 FEB 2026		0.4-7	14 MAY 2026
	0.4-8	24 FEB 2026		0.4-8	14 MAY 2026
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	0.4-12	24 FEB 2026		0.4-12	14 MAY 2026
	0.4-13	24 FEB 2026		0.4-13	14 MAY 2026
	0.4-14	24 FEB 2026		0.4-14	14 MAY 2026
	3.2-3	24 FEB 2026		3.2-3	14 MAY 2026
	3.2-4	24 FEB 2026		3.2-4	14 MAY 2026
	3.2-8	24 FEB 2026		3.2-8	14 MAY 2026
	3.2-12	24 FEB 2026		3.2-12	14 MAY 2026
	3.2-13	24 FEB 2026		3.2-13	14 MAY 2026

DESTROY			INSERT		
ENR	1.8-16	19 FEB 2026	ENR	1.8-16	14 MAY 2026
	1.8-29	27 NOV 2025		1.8-29	14 MAY 2026
	1.8-48	08 OCT 2024		1.8-48	14 MAY 2026
	1.8-49	03 MAR 2022		1.8-49	14 MAY 2026
	1.8-50	27 NOV 2025		1.8-50	14 MAY 2026
	-	-		1.8-51	14 MAY 2026
	-	-		1.8-52	14 MAY 2026
	3.3-54	27 NOV 2025		3.3-54	14 MAY 2026
	3.3-59	04 SEP 2025		3.3-59	14 MAY 2026
AD	2-WMKA-1-8	09 SEP 2025	AD	2-WMKA-1-8	14 MAY 2026
	2-WMKA-6-1	16 JUL 2024		2-WMKA-6-1	14 MAY 2026
	2-WMKA-6-2	16 JUL 2024		2-WMKA-6-2	14 MAY 2026
	2-WMKA-6-3	16 JUL 2024		2-WMKA-6-3	14 MAY 2026
	2-WMKA-7-1	16 JUL 2024		2-WMKA-7-1	14 MAY 2026
	2-WMKA-7-2	16 JUL 2024		2-WMKA-7-2	14 MAY 2026
	2-WMKA-7-3	16 JUL 2024		2-WMKA-7-3	14 MAY 2026
	2-WMKA-8-1	16 JUL 2024		2-WMKA-8-1	14 MAY 2026
	2-WMKA-8-2	16 JUL 2024		2-WMKA-8-2	14 MAY 2026
	2-WMKA-8-3	16 JUL 2024		2-WMKA-8-3	14 MAY 2026
	2-WMKA-8-5	16 JUL 2024		2-WMKA-8-5	14 MAY 2026
	2-WMKA-8-6	16 JUL 2024		2-WMKA-8-6	14 MAY 2026
	2-WMKA-8-7	16 JUL 2024		2-WMKA-8-7	14 MAY 2026
	2-WMKA-8-8	16 JUL 2024		2-WMKA-8-8	14 MAY 2026
	2-WMKA-8-9	16 JUL 2024		2-WMKA-8-9	14 MAY 2026
	2-WMKA-8-13	16 JUL 2024		2-WMKA-8-13	14 MAY 2026
	2-WMKC-1-3	24 FEB 2026		2-WMKC-1-3	14 MAY 2026
	2-WMKC-1-4	24 FEB 2026		2-WMKC-1-4	14 MAY 2026
	2-WMKC-1-5	24 FEB 2026		2-WMKC-1-5	14 MAY 2026
	2-WMKC-1-6	24 FEB 2026		2-WMKC-1-6	14 MAY 2026
	2-WMKC-1-7	24 FEB 2026		2-WMKC-1-7	14 MAY 2026
	2-WMKC-1-8	24 FEB 2026		2-WMKC-1-8	14 MAY 2026
	2-WMKC-1-9	24 FEB 2026		2-WMKC-1-9	14 MAY 2026
	2-WMKC-1-12	24 FEB 2026		2-WMKC-1-12	14 MAY 2026
	2-WMKC-2-1	24 FEB 2026		2-WMKC-2-1	14 MAY 2026
	2-WMKC-2-3	24 FEB 2026		2-WMKC-2-3	14 MAY 2026
	2-WMKC-2-5	24 FEB 2026		2-WMKC-2-5	14 MAY 2026
	2-WMKD-1-3	19 FEB 2026		2-WMKD-1-3	14 MAY 2026
	2-WMKD-1-4	19 FEB 2026		2-WMKD-1-4	14 MAY 2026
	2-WMKD-1-5	19 FEB 2026		2-WMKD-1-5	14 MAY 2026

DESTROY		INSERT	
2-WMKD-1-6	19 FEB 2026	2-WMKD-1-6	14 MAY 2026
2-WMKD-1-8	19 FEB 2026	2-WMKD-1-8	14 MAY 2026
2-WMKD-1-12	24 FEB 2026	2-WMKD-1-12	14 MAY 2026
2-WMKD-2-1	19 FEB 2026	2-WMKD-2-1	14 MAY 2026
2-WMKD-2-5	19 FEB 2026	2-WMKD-2-5	14 MAY 2026
2-WMKE-1-2	19 FEB 2026	2-WMKE-1-2	14 MAY 2026
2-WMKE-1-3	19 FEB 2026	2-WMKE-1-3	14 MAY 2026
2-WMKE-1-4	12 JUN 2025	2-WMKE-1-4	14 MAY 2026
2-WMKE-1-5	12 JUN 2025	2-WMKE-1-5	14 MAY 2026
2-WMKE-1-6	12 JUN 2025	2-WMKE-1-6	14 MAY 2026
2-WMKE-1-8	24 FEB 2026	2-WMKE-1-8	14 MAY 2026
2-WMKE-1-9	24 FEB 2026	2-WMKE-1-9	14 MAY 2026
2-WMKE-1-10	24 FEB 2026	2-WMKE-1-10	14 MAY 2026
2-WMKE-1-11	19 FEB 2026	2-WMKE-1-11	14 MAY 2026
2-WMKE-1-12	31 DEC 2024	2-WMKE-1-12	14 MAY 2026
2-WMKI-1-4	19 FEB 2026	2-WMKI-1-4	14 MAY 2026
2-WMKK-1-5	19 FEB 2026	2-WMKK-1-5	14 MAY 2026
2-WMKK-1-6	19 FEB 2026	2-WMKK-1-6	14 MAY 2026
2-WMKK-1-7	19 FEB 2026	2-WMKK-1-7	14 MAY 2026
2-WMKK-1-23	16 JUL 2024	2-WMKK-1-23	14 MAY 2026
2-WMKK-1-24	03 OCT 2024	2-WMKK-1-24	14 MAY 2026
2-WMKK-1-42	24 FEB 2026	2-WMKK-1-42	14 MAY 2026
2-WMKK-1-44	24 FEB 2026	2-WMKK-1-44	14 MAY 2026
2-WMKK-1-46	24 FEB 2026	2-WMKK-1-46	14 MAY 2026
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2-WMKK-2-21	19 FEB 2026	2-WMKK-2-21	14 MAY 2026
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2-WMKK-2-25	19 FEB 2026	2-WMKK-2-25	14 MAY 2026
2-WMKK-2-26	19 FEB 2026	2-WMKK-2-26	14 MAY 2026
2-WMKK-2-27	19 FEB 2026	2-WMKK-2-27	14 MAY 2026
2-WMKK-2-33	04 SEP 2025	2-WMKK-2-33	14 MAY 2026
2-WMKK-2-37	04 SEP 2025	2-WMKK-2-37	14 MAY 2026
2-WMKK-2-47	04 SEP 2025	2-WMKK-2-47	14 MAY 2026
2-WMKK-2-53	04 SEP 2025	2-WMKK-2-53	14 MAY 2026
2-WMKK-2-59	08 OCT 2024	2-WMKK-2-59	14 MAY 2026
2-WMKK-2-65	04 SEP 2025	2-WMKK-2-65	14 MAY 2026
2-WMKK-2-69	11 JUL 2024	2-WMKK-2-69	14 MAY 2026

DESTROY		INSERT	
2-WMKK-2-71	08 OCT 2024	2-WMKK-2-71	14 MAY 2026
2-WMKK-2-77	04 SEP 2025	2-WMKK-2-77	14 MAY 2026
2-WMKK-2-79	04 SEP 2025	2-WMKK-2-79	14 MAY 2026
2-WMKK-2-81	08 OCT 2024	2-WMKK-2-81	14 MAY 2026
2-WMSA-1-14	24 FEB 2026	2-WMSA-1-14	14 MAY 2026
2-WMSA-1-15	24 FEB 2026	2-WMSA-1-15	14 MAY 2026
2-WBGR-1-2	19 FEB 2026	2-WBGR-1-2	14 MAY 2026
2-WBGR-1-3	19 FEB 2026	2-WBGR-1-3	14 MAY 2026
2-WBGR-1-4	19 FEB 2026	2-WBGR-1-4	14 MAY 2026
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2-WBGR-1-11	28 NOV 2024	2-WBGR-1-11	14 MAY 2026
2-WBGR-1-12	02 DEC 2025	2-WBGR-1-12	14 MAY 2026
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2-WBGK-1-2	19 FEB 2026	2-WBGK-1-2	14 MAY 2026
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2-WBGK-1-9	19 FEB 2026	2-WBGK-1-9	14 MAY 2026
2-WBGK-2-3	19 FEB 2026	2-WBGK-2-3	14 MAY 2026
2-WBGK-2-5	19 FEB 2026	2-WBGK-2-5	14 MAY 2026
2-WBKT-1-1	16 AUG 2018	2-WBKT-1-1	14 MAY 2026

1. Hand amendments

NIL

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

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

AIP SUP	NIL
AIC	NIL
NOTAM	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	
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	
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	

NR / Year	Subject	AIP section(s) affected	Period of validity	Cancellation record
01/25	KUCHING INTERNATIONAL AIRPORT (WBGG) RUNWAY CLOSURE SCHEDULE	AD	20 FEB 2025 - UFN	
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	
24/25	ALOR SETAR / SULTAN ABDUL HALIM AIRPORT (WMKA) TAXIWAY SURFACE CRACK	AD	15 MAY 2025 - UFN	
30/25	KUALA TERENGGANU / SULTAN MAHMUD AIRPORT (WMKN) TEMPORARY CHANGES OF AERODROME OPERATIONS HOURS	AD	10 JUL 2025 - UFN	
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	
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	
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	

NR / Year	Subject	AIP section(s) affected	Period of validity	Cancellation record
58/25	SUBANG / SULTAN ABDUL AZIZ SHAH AIRPORT (WMSA) NDB CE U/S	AD	25 DEC 2025 - UFN	
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.	AD	22 JAN 2026 - 01 JUL 2027	
02/26	IPOH / SULTAN AZLAN SHAH AIRPORT (WMKI) RESTRICTED OPERATIONS OF TWY C	AD	22 JAN 2026 - UFN	
03/26	LIMBANG AIRPORT (WBGJ) PROPOSED LIMBANG AIRPORT RUNWAY EXTENSION CHANGES TO RUNWAY DECLARED DISTANCES	AD	22 JAN 2026 - 24 DEC 2026	
04/26	KUCHING INTERNATIONAL AIRPORT (WBGG) PROPOSED NEW ROYAL MALAYSIA POLICE AIR OPERATIONS FORCE BASE, SARAWAK	AD	22 JAN 2026 - 30 JUN 2026	
05/26	KUANTAN AIRPORT (WMKD) KUANTAN DVOR/TAC VKN UNSERVICEABLE	AD	22 JAN 2026 - 19 NOV 2026	
08/26	LIMBANG AIRPORT (WBGJ) TEMPORARY CLOSURE OF PARKING BAY 3 FOR UPGRADE WORKS	AD	22 JAN 2026 - 30 NOV 2026	
09/26	PENANG INTERNATIONAL AIRPORT (WMKP) RESTRICTION OF FLYING TRAINING SCHOOL AIRCRAFT OPERATIONS	AD	22 JAN 2026 - 31 DEC 2028	
10/26	UNMANNED AIRCRAFT SYSTEM (UAS) ACTIVITY FOR NESTED UAS OPERATION AT BINTULU PORT	AD	22 JAN 2026 - 31 DEC 2026	
12/26	KUALA LUMPUR FLIGHT INFORMATION REGION TRIAL OF RESTRICTED AREA WMR416D	ENR	19 MAR 2026 - 18 MAR 2029	
13/26	KUANTAN AIRPORT (WMKD) ARRESTOR BARRIER RWY 18 U/S	AD	19 FEB 2026 - 19 FEB 2027	
15/26	JOHOR BAHRU / SENAI INTERNATIONAL AIRPORT (WMKJ) TAXIWAY SHOULDER UPGRADING WORKS AND CONSTRUCTION OF NEW VVIP APRON, VVIP HANGAR AND ANNEX BUILDING	AD	16 APR 2026 - 27 JAN 2027	
16/26	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.	AD	16 APR 2026 - 01 JUL 2027	

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2-WBKL-3-1	16 AUG 2018
2-WBKL-3-2	16 AUG 2018
2-WBKL-4-1	08 DEC 2022
2-WBKL-4-2	16 AUG 2018
2-WBKL-4-3	08 DEC 2022
2-WBKL-4-4	16 AUG 2018
2-WBKL-6-1	08 DEC 2022
2-WBKL-6-2	08 DEC 2022
2-WBKL-6-3	08 DEC 2022
2-WBKL-6-4	08 DEC 2022
2-WBKL-6-5	08 DEC 2022
2-WBKL-6-6	08 DEC 2022
2-WBKL-6-7	08 DEC 2022
2-WBKL-6-8	08 DEC 2022
2-WBKL-6-9	08 DEC 2022
2-WBKL-6-10	16 AUG 2018
2-WBKL-7-1	08 DEC 2022
2-WBKL-7-2	08 DEC 2022
2-WBKL-7-3	08 DEC 2022
2-WBKL-7-4	16 AUG 2018

Page	Date
2-WBKL-7-5	08 DEC 2022
2-WBKL-7-6	08 DEC 2022
2-WBKL-7-7	08 DEC 2022
2-WBKL-7-8	16 AUG 2018
2-WBKL-8-1	08 DEC 2022
2-WBKL-8-2	08 DEC 2022
2-WBKL-8-3	08 DEC 2022
2-WBKL-8-4	08 DEC 2022
2-WBKL-8-5	08 DEC 2022
2-WBKL-8-6	08 DEC 2022
2-WBKL-8-7	08 DEC 2022
2-WBKL-8-8	08 DEC 2022
2-WBKL-8-9	08 DEC 2022
2-WBKL-8-10	08 DEC 2022
2-WBKL-8-11	08 DEC 2022
2-WBKL-8-12	08 DEC 2022
2-WBKL-8-13	08 DEC 2022
2-WBKL-8-14	08 DEC 2022
SANDAKAN	
2-WBKS-1-1	28 NOV 2024
2-WBKS-1-2	28 FEB 2023
2-WBKS-1-3	20 MAR 2025
2-WBKS-1-4	25 MAR 2025
2-WBKS-1-5	25 MAR 2025
2-WBKS-1-6	17 JUN 2025
2-WBKS-1-7	25 MAR 2025
2-WBKS-1-8	25 MAR 2025
2-WBKS-1-9	19 FEB 2026
2-WBKS-1-10	28 NOV 2024
2-WBKS-2-1	20 MAR 2025
2-WBKS-2-2	16 AUG 2018
2-WBKS-2-3	20 MAR 2025
2-WBKS-2-4	16 AUG 2018
2-WBKS-2-5	20 MAR 2025
2-WBKS-2-6	16 AUG 2018
2-WBKS-4-1	08 SEP 2022
2-WBKS-4-2	16 AUG 2018
2-WBKS-6-1	30 JAN 2024
2-WBKS-6-2	16 AUG 2018
2-WBKS-6-3	08 DEC 2022
2-WBKS-6-4	08 DEC 2022
2-WBKS-6-5	08 SEP 2022
2-WBKS-6-6	08 SEP 2022
2-WBKS-6-7	08 DEC 2022
2-WBKS-6-8	08 SEP 2022
2-WBKS-7-1	08 DEC 2022
2-WBKS-7-2	08 DEC 2022
2-WBKS-7-3	08 DEC 2022
2-WBKS-7-4	08 SEP 2022
2-WBKS-7-5	08 DEC 2022
2-WBKS-7-6	08 SEP 2022
2-WBKS-8-1	19 FEB 2026
2-WBKS-8-2	08 SEP 2022
2-WBKS-8-3	19 FEB 2026
2-WBKS-8-4	08 SEP 2022
2-WBKS-8-5	08 DEC 2022
2-WBKS-8-6	08 SEP 2022
2-WBKS-8-7	08 DEC 2022
2-WBKS-8-8	08 SEP 2022
2-WBKS-8-9	19 FEB 2026
2-WBKS-8-10	30 JAN 2024
2-WBKS-8-11	08 SEP 2022
2-WBKS-8-12	08 SEP 2022
2-WBKS-8-13	15 SEP 2022
2-WBKS-8-14	16 AUG 2018
2-WBKS-8-15	15 SEP 2022
2-WBKS-8-16	08 SEP 2022
2-WBKS-8-17	15 SEP 2022
2-WBKS-8-18	16 AUG 2018
2-WBKS-8-19	30 JAN 2024
2-WBKS-8-20	01 DEC 2022
2-WBKS-8-21	01 DEC 2022
2-WBKS-8-22	08 SEP 2022
TAWAU	
2-WBKW-1-1	16 JUL 2024
2-WBKW-1-2	15 AUG 2023
2-WBKW-1-3	17 JUN 2025
2-WBKW-1-4	07 NOV 2023
2-WBKW-1-5	28 NOV 2024
2-WBKW-1-6	07 NOV 2023
2-WBKW-1-7	17 JUN 2025
2-WBKW-1-8	15 AUG 2023
2-WBKW-1-9	28 NOV 2024
2-WBKW-1-10	01 DEC 2022
2-WBKW-2-1	28 NOV 2024
2-WBKW-2-2	16 AUG 2018
2-WBKW-2-3	28 NOV 2024
2-WBKW-2-4	16 AUG 2018
2-WBKW-2-5	28 NOV 2024
2-WBKW-2-6	16 AUG 2018
2-WBKW-3-1	07 NOV 2019
2-WBKW-3-2	16 AUG 2018
2-WBKW-4-1	15 SEP 2022
2-WBKW-4-2	16 AUG 2018
2-WBKW-4-3	29 OCT 2021
2-WBKW-4-4	16 AUG 2018
2-WBKW-6-1	29 OCT 2021
2-WBKW-6-2	16 AUG 2018
2-WBKW-6-3	29 OCT 2021
2-WBKW-6-4	16 AUG 2018
2-WBKW-6-5	29 OCT 2021
2-WBKW-6-6	16 AUG 2018
2-WBKW-7-1	19 FEB 2026
2-WBKW-7-2	16 AUG 2018
2-WBKW-7-3	16 JUL 2024
2-WBKW-7-4	16 JUL 2024
2-WBKW-8-1	29 OCT 2021
2-WBKW-8-2	16 AUG 2018
2-WBKW-8-3	08 DEC 2022
2-WBKW-8-4	16 AUG 2018
2-WBKW-8-5	16 JUL 2024
2-WBKW-8-6	16 JUL 2024
2-WBKW-8-7	01 DEC 2022
2-WBKW-8-8	01 DEC 2022
2-WBKW-8-9	01 DEC 2022
2-WBKW-8-10	16 AUG 2018
2-WBKW-8-11	01 DEC 2022
2-WBKW-8-12	01 DEC 2022
2-WBKW-8-13	01 DEC 2022
2-WBKW-8-14	01 DEC 2022
MULU	
2-WBMU-1-1	28 NOV 2024
2-WBMU-1-2	28 NOV 2024
2-WBMU-1-3	28 NOV 2024
2-WBMU-1-4	08 OCT 2024
2-WBMU-1-5	28 NOV 2024
2-WBMU-1-6	28 NOV 2024
2-WBMU-1-7	28 NOV 2024
2-WBMU-1-8	28 NOV 2024
2-WBMU-2-1	28 NOV 2024
2-WBMU-2-2	16 AUG 2018
2-WBMU-2-3	28 NOV 2024
2-WBMU-2-4	16 AUG 2018
2-WBMU-3-1	13 AUG 2020
2-WBMU-3-2	16 AUG 2018
LONG LELLANG	
2-WBGF-1-1	19 FEB 2026
2-WBGF-1-2	19 FEB 2026
2-WBGF-1-3	19 FEB 2026
2-WBGF-1-4	19 FEB 2026
2-WBGF-1-5	19 FEB 2026
2-WBGF-1-6	26 MAR 2020
2-WBGF-2-1	19 FEB 2026
2-WBGF-2-2	26 MAR 2020
2-WBGF-2-3	19 FEB 2026
2-WBGF-2-4	26 MAR 2020
LONG SERIDAN	
2-WBGI-1-1	26 MAR 2020
2-WBGI-1-2	26 MAR 2020
2-WBGI-1-3	25 MAR 2025
2-WBGI-1-4	25 MAR 2025
2-WBGI-1-5	25 MAR 2025
2-WBGI-1-6	25 MAR 2025
2-WBGI-1-7	25 MAR 2025
2-WBGI-2-1	26 MAR 2020
2-WBGI-2-2	26 MAR 2020
2-WBGI-2-3	26 MAR 2020
2-WBGI-2-4	26 MAR 2020
MUKAH	
2-WBGK-1-1	27 NOV 2025
2-WBGK-1-2	14 MAY 2026*
2-WBGK-1-3	14 MAY 2026*
2-WBGK-1-4	19 FEB 2026
2-WBGK-1-5	19 FEB 2026
2-WBGK-1-6	19 FEB 2026
2-WBGK-1-7	19 FEB 2026
2-WBGK-1-8	19 FEB 2026
2-WBGK-1-9	14 MAY 2026*
2-WBGK-1-10	19 FEB 2026
2-WBGK-1-11	19 FEB 2026
2-WBGK-1-12	19 FEB 2026
2-WBGK-1-13	19 FEB 2026
2-WBGK-1-14	19 FEB 2026
2-WBGK-2-1	19 FEB 2026
2-WBGK-2-2	28 MAR 2019
2-WBGK-2-3	14 MAY 2026*
2-WBGK-2-4	28 MAR 2019
2-WBGK-2-5	14 MAY 2026*
2-WBGK-2-6	28 MAR 2019
2-WBGK-4-1	04 SEP 2025
2-WBGK-4-2	04 NOV 2021
2-WBGK-6-1	04 SEP 2025
2-WBGK-6-2	08 SEP 2022
2-WBGK-6-3	15 SEP 2022
2-WBGK-6-4	08 SEP 2022
2-WBGK-6-5	04 SEP 2025
2-WBGK-6-6	08 SEP 2022
2-WBGK-6-7	08 SEP 2022
2-WBGK-6-8	08 SEP 2022
2-WBGK-6-9	04 SEP 2025
2-WBGK-6-10	04 SEP 2025
2-WBGK-6-11	04 SEP 2025
2-WBGK-6-12	04 SEP 2025
2-WBGK-7-1	04 SEP 2025
2-WBGK-7-2	08 SEP 2022
2-WBGK-7-3	08 SEP 2022
2-WBGK-7-4	08 SEP 2022
2-WBGK-7-5	04 SEP 2025
2-WBGK-7-6	08 SEP 2022
2-WBGK-7-7	15 SEP 2022
2-WBGK-7-8	08 SEP 2022
2-WBGK-7-9	04 SEP 2025
2-WBGK-7-10	04 SEP 2025
2-WBGK-7-11	04 SEP 2025

Page	Date
2-WBGK-7-12	04 SEP 2025
2-WBGK-8-1	08 DEC 2022
2-WBGK-8-2	08 DEC 2022
2-WBGK-8-3	08 DEC 2022
2-WBGK-8-4	08 DEC 2022
2-WBGK-8-5	04 SEP 2025
2-WBGK-8-6	08 SEP 2022
2-WBGK-8-7	04 SEP 2025
2-WBGK-8-8	08 SEP 2022
2-WBGK-8-9	04 SEP 2025
2-WBGK-8-10	08 SEP 2022
2-WBGK-8-11	04 SEP 2025
2-WBGK-8-12	08 SEP 2022
LONG AKAH	
2-WBGA-1-1	26 MAR 2020
2-WBGA-1-2	26 MAR 2020
2-WBGA-1-3	25 MAR 2025
2-WBGA-1-4	26 MAR 2020
2-WBGA-1-5	26 MAR 2020
2-WBGA-1-6	26 MAR 2020
2-WBGA-2-1	26 MAR 2020
2-WBGA-2-2	26 MAR 2020
2-WBGA-2-3	26 MAR 2020
2-WBGA-2-4	26 MAR 2020
LONG BANGA	
2-WBGL-1-1	16 AUG 2018
2-WBGL-1-2	26 MAR 2020
2-WBGL-1-3	26 MAR 2020
2-WBGL-1-4	26 MAR 2020
2-WBGL-1-5	26 MAR 2020
2-WBGL-1-6	26 MAR 2020
2-WBGL-2-1	26 MAR 2020
2-WBGL-2-2	26 MAR 2020
2-WBGL-2-3	26 MAR 2020
2-WBGL-2-4	26 MAR 2020
MARUDI	
2-WBGM-1-1	23 MAY 2023
2-WBGM-1-2	20 MAR 2025
2-WBGM-1-3	25 MAR 2025
2-WBGM-1-4	25 MAR 2025
2-WBGM-1-5	25 MAR 2025
2-WBGM-1-6	25 MAR 2025
2-WBGM-1-7	28 FEB 2023
2-WBGM-1-8	28 FEB 2023
2-WBGM-2-1	20 MAR 2025
2-WBGM-2-2	28 MAR 2019
2-WBGM-2-3	20 MAR 2025
2-WBGM-2-4	28 MAR 2019
BAKELALAN	
2-WBGQ-1-1	26 MAR 2020
2-WBGQ-1-2	26 MAR 2020
2-WBGQ-1-3	26 MAR 2020
2-WBGQ-1-4	26 MAR 2020
2-WBGQ-1-5	26 MAR 2020
2-WBGQ-1-6	26 MAR 2020
2-WBGQ-2-1	26 MAR 2020
2-WBGQ-2-2	26 MAR 2020
2-WBGQ-2-3	26 MAR 2020
2-WBGQ-2-4	26 MAR 2020
LAWAS	
2-WBGW-1-1	31 DEC 2024
2-WBGW-1-2	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
2-WBGW-2-3	19 FEB 2026
2-WBGW-2-4	28 MAR 2019
BARIO	
2-WBGZ-1-1	12 JUN 2025
2-WBGZ-1-2	12 JUN 2025
2-WBGZ-1-3	12 JUN 2025
2-WBGZ-1-4	12 JUN 2025
2-WBGZ-1-5	25 MAR 2025
2-WBGZ-1-6	25 MAR 2025
2-WBGZ-1-7	25 MAR 2025
2-WBGZ-1-8	25 MAR 2025
2-WBGZ-2-1	12 JUN 2025
2-WBGZ-2-2	26 MAR 2020
2-WBGZ-2-3	12 JUN 2025
2-WBGZ-2-4	26 MAR 2020
KUDAT	
2-WBKT-1-1	14 MAY 2026*
2-WBKT-1-2	16 AUG 2018
2-WBKT-1-3	25 MAR 2025
2-WBKT-1-4	28 MAR 2019
2-WBKT-1-5	25 MAR 2021
2-WBKT-1-6	28 MAR 2019
2-WBKT-2-1	05 NOV 2020
2-WBKT-2-2	28 MAR 2019
2-WBKT-2-3	05 NOV 2020
2-WBKT-2-4	28 MAR 2019
TANJUNG MANIS	
2-WBTM-1-1	04 SEP 2025
2-WBTM-1-2	27 NOV 2025
2-WBTM-1-3	27 NOV 2025
2-WBTM-1-4	27 NOV 2025
2-WBTM-1-5	27 NOV 2025
2-WBTM-1-6	19 FEB 2026
2-WBTM-2-1	25 MAR 2025
2-WBTM-2-2	08 SEP 2022
AD 4.	
4.1-1	08 DEC 2022
4.1-2	08 DEC 2022
4.1-3	08 DEC 2022
4.1-4	08 DEC 2022
4.1-5	15 AUG 2023
4.1-6	08 DEC 2022

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3.1.5 List of Aeronautical Charts Available

3.1.5.1 Aerodrome Chart - ICAO (AC)

Title of series	Name of Chart	Reference	Date
Aerodrome Charts - ICAO (AC)	ALOR SETAR	AD 2-WMKA-2-1	27 NOV 2025
	BINTULU	AD 2-WBGB-2-1	04 SEP 2025
	GONG KEDAK	AD 2-WMGK-2-1	29 OCT 2021
	IPOH	AD 2-WMKI-2-1	28 NOV 2024
	JOHOR BAHRU	AD 2-WMKJ-2-1	04 SEP 2025
	KERTEH	AD 2-WMKE-2-1	26 MAR 2020
	KL INTERNATIONAL	AD 2-WMKK-2-1	14 MAY 2026
	KOTA BHARU	AD 2-WMKC-2-1	14 MAY 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	14 MAY 2026
	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 MAC 2025
	MIRI	AD 2-WBGR-2-1	14 MAY 2026
	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 MAC 2025
	SIBU	AD 2-WBGS-2-1	04 SEP 2025
	SUBANG	AD 2-WMSA-2-1	28 NOV 2024
	TAWAU	AD 2-WBKW-2-1	28 NOV 2024
	MULU	AD 2-WBMU-2-1	28 NOV 2024
	PULAU PANGKOR	AD 2-WMPA-2-1	08 SEP 2022
	LONG AKAH	AD 2-WBGA-2-1	26 MAR 2020
	LONG LELLANG	AD 2-WBGF-2-1	26 MAR 2020
	LONG SERIDAN	AD 2-WBGI-2-1	26 MAR 2020
	LONG BANGA	AD 2-WBGL-2-1	26 MAR 2020
	BAKELALAN	AD 2-WBGQ-2-1	26 MAR 2020
	BARIO	AD 2-WBGZ-2-1	12 JUN 2025
	TANJUNG MANIS	AD 2-WBTM-2-1	25 MAR 2025

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

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

3.1.5.3 Precision Approach Terrain Charts - ICAO

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

3.1.5.4 Standard Departure Chart - Instrument - ICAO (SID)

Title of series	Name of Chart	Reference	Date
Standard Departure Chart - Instrument - ICAO -SID	**ALOR SETAR**		
	RWY 22 TAMOS 1D RIGTO 1D DUBAX 1D SAGEL 1D GUTEB 1D OMBUL 1D AKMIS 1D	AD 2-WMKA-6-1	14 MAY 2026
	RWY 22 RNAV (GNSS) TAMOS 1B RIGTO 1B DUBAX 1B SAGEL 1B GUTEB 1B OMBUL 1B AKMIS 1B	AD 2-WMKA-6-3	14 MAY 2026
	BINTULU		
	RWY 17 RNAV (GNSS) EKETO 1A DUNAS 1A NOKER 1A BENLI 1A BASUV 1A ADGAB 1A	AD 2-WBGB-6-1	12 JUN 2025
	RWY 17 EKETO 1B DUNAS 1B NOKER 1B BENLI 1B BASUV 1B ADGAB 1B	AD 2-WBGB-6-5	12 JUN 2025
	RWY 35 RNAV (GNSS) – EKETO 2C DUNAS 2C NOKER 2C BENLI 2C BASUV 2C ADGAB 2C	AD 2-WBGB-6-7	12 JUN 2025
	RWY 35 EKETO 2D DUNAS 2D NOKER 2D BENLI 2D BASUV 2D ADGAB 2D	AD 2-WBGB-6-11	12 JUN 2025

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
	MUKAH		
	RWY 15 RNAV (GNSS) TOSOD 1J ADGAB 1J BASUV 1J NOLUS 1J PILAX 1J	AD 2-WBGK-6-1	04 SEP 2025
	RWY 33 RNAV (GNSS) TOSOD 1K ADGAB 1K BASUV 1K NOLUS 1K PILAX 1K	AD 2-WBGK-6-5	04 SEP 2025
	RWY 15 TOSOD 1L ADGAB 1L BASUV 1L NOLUS 1L PILAX 1L	AD 2-WBGK-6-9	04 SEP 2025
	RWY 33 TOSOD 1M ADGAB 1M BASUV 1M NOLUS 1M PILAX 1M	AD 2-WBGK-6-11	04 SEP 2025
	PENANG		
	RWY 04/22 PENANG RADAR ONE	AD 2-WMKP-6-1	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
	SUBANG		
	RADAR DEPARTURES	AD 2-WMSA-6-1	08 OCT 2024
	RWY 15 RNAV (GNSS) BIKDU 3L PIBOS 3L RUSBU 3L MITOS 3L SALAX 3L PUGER 3L IBUKU 3L ATIMU 3L	AD 2-WMSA-6-3	08 OCT 2024
	RWY 15 PULIP 2L PIBOS 2L BATAR 2L MITOS 2L SALAX 2L PUGER 2L SUKAT 2L	AD 2-WMSA-6-7	08 OCT 2024
	RWY 33 PULIP 2N PIBOS 2N BATAR 2N MITOS 2N SALAX 2N PUGER 2N SUKAT 2N	AD 2-WMSA-6-9	08 OCT 2024
	SIBU		
	RWY 13/31 RADAR DEPARTURE	AD 2-WBGS-6-1	12 JUN 2025
	RWY 13 RNAV (GNSS) NOLUS 1A REDUK 1A LENTU 1A ELNAL 1A BIPIB 1A ANKUP 1A PILAX 1A	AD 2-WBGS-6-3	04 SEP 2025
	RWY 13 NOLUS 1B REDUK 1B LENTU 1B ELNAL 1B BIPIB 1B ANKUP 1B PILAX 1B	AD 2-WBGS-6-7	04 SEP 2025
	RWY 31 RNAV (GNSS) NOLUS 1C REDUK 1C LENTU 1C ELNAL 1C BIPIB 1C ANKUP 1C PILAX 1C	AD 2-WBGS-6-9	04 SEP 2025
	RWY 31 NOLUS 1D REDUK 1D LENTU 1D ELNAL 1D BIPIB 1D ANKUP 1D PILAX 1D	AD 2-WBGS-6-13	04 SEP 2025
	SANDAKAN		
	RWY 26 KUDAT 1A	AD 2-WBKS-6-1	30 JAN 2024
	RWY 08 KUDAT 1D BELDA 1D AKMAR 1D ANKOD 1D LAHAD 1D	AD 2-WBKS-6-3	08 DEC 2022
	RWY 08 RNAV KUDAT 1B BELDA 1B AKMAR 1B ANKOB 1B LAHAD 1B	AD 2-WBKS-6-5	08 SEP 2022

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

3.1.5.5 Standard Arrival Chart - Instrument - ICAO (STAR)

Title of series	Name of Chart	Reference	Date
Standard Arrival Chart - Instrument - ICAO (STAR)	**ALOR SETAR**		
	RWY 04 VOR/DME ARC JERAI 1G TAMOS 1G MULOT 1G KARMI 1G	AD 2-WMKA-7-1	14 MAY 2026
	RWY 04 RNAV (GNSS) PAYAR 1E JERAI 1E TAMOS 1E KARMI 1E MULOT 1E	AD 2-WMKA-7-3	14 MAY 2026
	BINTULU		
	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
	JOHOR BAHRU		
	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
	KL INTERNATIONAL		
	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-WMKK-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-WMKK-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-WMKK-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-WMKK-7-19	23 MAY 2023

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

3.1.5.6 Instrument Approach Chart - ICAO (IAC)

Title of series	Name of Chart	Reference	Date
Instrument Approach Chart - ICAO (IAC)	**ALOR SETAR**		
	RWY 04 VOR Z (13 DME ARC)	AD 2-WMKA-8-1	14 MAY 2026
	RWY 04 VOR Y (FROM OVERHEAD VAS VOR)	AD 2-WMKA-8-3	14 MAY 2026
	RWY 04 ILS Z OR LOC Z	AD 2-WMKA-8-5	14 MAY 2026
	RWY 04 ILS Y OR LOC Y (FROM OVERHEAD VAS VOR)	AD 2-WMKA-8-7	14 MAY 2026
	RWY 04 RNP Z (AR)	AD 2-WMKA-8-9	14 MAY 2026
	RWY 04 RNP Y	AD 2-WMKA-8-13	14 MAY 2026
	BINTULU		
	RWY 17 IKS OR LOC	AD 2-WBGB-8-1	12 JUN 2025
	RWY 17 RNP Z (AR)	AD 2-WBGB-8-3	12 JUN 2025
	RWY 17 RNP Y	AD 2-WBGB-8-7	12 JUN 2025
	RWY 17 VOR	AD 2-WBGB-8-9	12 JUN 2025
	RWY 35 RNP Z (AR)	AD 2-WBGB-8-11	17 JUN 2025
	RWY 35 RNP Y	AD 2-WBGB-8-15	12 JUN 2025
	RWY 35 VOR	AD 2-WBGB-8-17	12 JUN 2025
	IPOH		
	RWY 04 ILS Z / LOC Z	AD 2-WMKI-8-1	08 OCT 2024
	RWY 04 ILS Y / LOC Y	AD 2-WMKI-8-3	08 OCT 2024
	RWY 04 RNP Z	AD 2-WMKI-8-5	08 OCT 2024
	RWY 04 RNP Y	AD 2-WMKI-8-9	08 OCT 2024
	RWY 04 VOR Z (VOR/DME ARC)	AD 2-WMKI-8-13	08 OCT 2024
	RWY 04 VOR Y	AD 2-WMKI-8-15	08 OCT 2024
	JOHOR BAHRU		
	RWY 16 ILS Z OR LOC Z	AD 2-WMKJ-8-1	08 DEC 2022
	RWY 16 ILS Y OR LOC Y	AD 2-WMKJ-8-3	08 DEC 2022
	RWY 16 ILS X OR LOC X	AD 2-WMKJ-8-5	08 DEC 2022
	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
	KERTEH		
	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
	KL INTERNATIONAL		
	RWY 14L ILS OR LOC	AD 2-WMKK-8-1	10 SEP 2021
	RWY 14L RNP Y	AD 2-WMKK-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
	KOTA BHARU		
	RWY 10 ILS/DME Z OR LOC/DME Z	AD 2-WMKC-8-1	31 DEC 2024
	RWY 10 VOR Z (10 DME ARC)	AD 2-WMKC-8-3	31 DEC 2024
	RWY 28 VOR Z (10 DME ARC)	AD 2-WMKC-8-5	31 DEC 2024
	RWY 10 RNP Z (AR)	AD 2-WMKC-8-7	31 DEC 2024
	RWY 28 RNP Z (AR)	AD 2-WMKC-8-11	31 DEC 2024
	RWY 10 RNP Y	AD 2-WMKC-8-15	31 DEC 2024
	RWY 28 RNP Y	AD 2-WMKC-8-17	31 DEC 2024
	KOTA KINABALU		
	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
	KUALA TERENGGANU		
	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
	KUANTAN		
	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
	KUCHING		
	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
	LAHAD DATU		
	RWY 29 LOCATOR	AD 2-WBKD-8-1	03 MAR 2022
	LABUAN		
	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
	LANGKAWI		
	RWY 03 ILS Z OR LOC Z	AD 2-WMKL-8-1	23 FEB 2022
	RWY 03 ILS Y OR LOC Y (CAT A & B ONLY)	AD 2-WMKL-8-3	23 FEB 2022
	RWY 03 VOR Z (15 DME ARC)	AD 2-WMKL-8-5	23 FEB 2022
	RWY 03 VOR Y (CAT A & B ONLY)	AD 2-WMKL-8-7	23 FEB 2022
	RWY 03 RNP Z (AR)	AD 2-WMKL-8-9	23 FEB 2022
	RWY 03 RNP Y	AD 2-WMKL-8-11	23 FEB 2022
	LIMBANG		
	RWY 04 RUNAM VOR/DME Arc	AD 2-WBGJ-8-1	31 DEC 2024
	RWY 04 VOR/DME	AD 2-WBGJ-8-3	31 DEC 2024
	RWY 04 VOR	AD 2-WBGJ-8-5	31 DEC 2024
	RWY 22 RUNAM VOR/DME Arc	AD 2-WBGJ-8-7	31 DEC 2024
	RWY 22 VOR/DME	AD 2-WBGJ-8-9	31 DEC 2024
	RWY 22 VOR	AD 2-WBGJ-8-11	31 DEC 2024
	MALACCA		
	RWY 03 ILS Z OR LOC Z	AD 2-WMKM-8-1	09 SEP 2025
	RWY 03 ILS Y OR LOC Y	AD 2-WMKM-8-3	09 SEP 2025
	RWY 03 RNP Y	AD 2-WMKM-8-5	09 SEP 2025

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

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

1.8.5.3 NO PDC FLIGHT LEVEL ALLOCATION IN KOTA KINABALU FIR

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

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

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

1.8.6 Flight Planning Requirement for Aircraft Operating in Kuala Lumpur FIR

1.8.6.1 Flights Departing and Landing at Airports Within Kuala Lumpur FIR

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

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

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

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

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

From Adjacent FIR	To	From Airways or Waypoints	FPL Route
SINGAPORE FIR	WBKS	KAMIN	M646 BRU W461 VSN
			M646 VJN A341 VSN
		AGOBA	M761 VKG G580 BRU W461 VSN
			M761 VKG G580 VJN A341 VSN
		ATETI	G580 BRU W461 VSN
			G580 BRU M646 VJN A341 VSN
		OLKIT	M758 VJN A341 VSN
			M759 BRU W461 VSN
		ASISU	Y446 VJN A341 VSN
MANILA FIR		VINIK	M522 VJN A341 VSN
		OSANU	M646 VJN A341 VSN
		VIMAG	A341 VSN
JAKARTA FIR		PAPSA	R455 VKG G580 W461 VSN
		OKADA	P648 VJN A341 VSN
UJUNG FIR		AGSON	R223 BRU W461 VSN
		MAMOK	M522 VJN A341 VSN
		BAXAL	A211 VTW W424 LHD W421 VSN
SINGAPORE FIR	WBKW	KAMIN	M646 BRU W453 LATIL W441 VTW
		AGOBA	M761 VKG G580 BRU W453 LATIL W441 VTW
		ATETI	G580 VKG G460 BRU W453 LATIL W441 VTW
		OLKIT	M759 BRU W453 LATIL W441 VTW
			M758 VJN W425 VTW
		ASISU	Y446 VJN W425 VTW
MANILA FIR		VINIK	M522 VJN W425 VTW
		OSANU	M646 VJN W425 VTW
		VIMAG	A341 VSN W421 LHD W424 VTW
JAKARTA FIR		PAPSA	R455 VKG G460 BRU W453 LATIL W441 VTW
		OKADA	P648 VJN W425 VTW
UJUNG FIR		BAXAL	A211 VTW

From Adjacent FIR	To	From Airways or Waypoints	FPL Route
SINGAPORE FIR	WBSB	KAMIN	M646 BRU
		AGOBA	M761 VKG G580 BRU
		ATETI	G580 BRU
		OLKIT	M759 BRU
		ASISU	M768 BRU
MANILA FIR		VINIK	M754 BRU
		OSANU	M646 BRU
		VIMAG	A341 VSN W461 BRU
JAKARTA FIR		PAPSA	R455 VKG G580 BRU
		OKADA	P648 BUTAX R223 BRU
UJUNG FIR		AGSON	R223 BRU
		MAMOK	M768 BRU
		BAXAL	A211 VTW W441 LATIL W453 BRU

1.8.9.4 Flights Overflying Kota Kinabalu FIR

1.8.9.4.1 Flight Planning Requirements for Direct Route Operations (DROs) within Kota Kinabalu FIR.

1.8.9.4.1.1 Only overflying aircraft cruising at FL340 and above will be allowed to participate in the DRO trial within Kota Kinabalu FIR. Flight Levels (FL) indication shall be accurately filed in FPL Item 15.

1.8.9.4.1.2 Aircraft participating in DRO shall annotate their flight plan one or more of the following:

Descriptor (Item 10)	Item 18	Description
W		RVSM approved aircraft.
RNP2	NAV/RNP 2	RNP 2 approved aircraft.
	RMK/KKDRO	DRO participating aircraft within Kota Kinabalu FIR.

1.8.9.4.1.3 Failure to indicate the above FPL descriptors and required remarks in Item 18 in their flight plan may result in the air traffic controller to re-route aircraft via the conventional fixed ATS network in Kota Kinabalu FIR.

1.8.9.4.1.4 It is crucial to highlight that Item 15 concerning the indication of Flight Levels (FL) be accurately filed in accordance with the guidelines presented in paragraph 1.8.9.4.1.1 and table in Paragraph 1.8.9.4.1.2. Failure to comply may necessitate the air traffic controller to reroute the aircraft utilising the conventional ATS route network as indicated in Paragraph 1.8.9.4.2.

1.8.9.4.1.5 DROs are available for flights overflying Kota Kinabalu FIR cruising FL340 and above on specified segments of ATS routes and flight levels (within radar coverage of KK FIR) as listed in the table below where applicable:

From Adjacent FIR	Entry WPT	Exit WPT	DRO Flight Planning	Track Miles Saving
JAKARTA FIR	AGOBA	OSANU	AGOBA DCT SARVO DCT BRU DCT OSANU	31.6
		VIMAG	AGOBA DCT SARVO DCT BRU DCT VIMAG	44
		VINIK	AGOBA DCT SARVO DCT BRU DCT VINIK	30.6
	ATETI	OSANU	ATETI DCT SARVO DCT BRU DCT OSANU	15.7
		VIMAG	ATETI DCT SARVO DCT BRU DCT VIMAG	27.8
		VINIK	ATETI DCT SARVO DCT BRU DCT VINIK	14.2

	KAMIN	OSANU	KAMIN DCT DARMU DCT BRU DCT OSANU	1.5
		VIMAG	KAMIN DCT DARMU DCT BRU DCT VIMAG	0.1
	OKADA	OSANU	OKADA DCT OSANU	0.1
		VINIK	OKADA DCT BRU DCT SUMLA DCT VINIK	4.8
	PAPSA	OSANU	PAPSA DCT SARVO DCT BRU DCT OSANU	2.9
		VIMAG	PAPSA DCT SARVO DCT BRU DCT VIMAG	15
		VINIK	PAPSA DCT SARVO DCT BRU DCT VINIK	1.5
		ASISU	PAPSA DCT DARMU DCT ASISU	123.7
	ANIPU	ASISU	ANIPU DCT DARMU DCT ASISU	0.1
MANILA FIR	OSANU	AGOBA	OSANU DCT BRU DCT SARVO DCT AGOBA	31.6
		ATETI	OSANU DCT BRU DCT SARVO DCT ATETI	15.7
		KAMIN	OSANU DCT BRU DCT DARMU DCT KAMIN	1.5
		OKADA	OSANU DCT OKADA	0.1
		PAPSA	OSANU DCT BRU DCT SARVO DCT PAPSA	2.9
		OLKIT	OSANU DCT DOGOG DCT OLKIT	15.7
		ASISU	OSANU DCT ADLEX DCT ASISU	61.1
		MAMOK	OSANU DCT ELPOX DCT MAMOK	4.6
		AGSON	OSANU DCT BRU DCT AGSON	1.4
		BAXAL	OSANU DCT VTW DCT BAXAL	85.9
	VIMAG	AGOBA	VIMAG DCT BRU DCT SARVO DCT AGOBA	44
		ATETI	VIMAG DCT BRU DCT SARVO DCT ATETI	27.8
		KAMIN	VIMAG DCT BRU DCT DARMU DCT KAMIN	6.4
		PAPSA	VIMAG DCT BRU DCT SARVO DCT PAPSA	15
		OLKIT	VIMAG DCT OLKIT	2.5
		ASISU	VIMAG DCT VJN DCT ASISU	0.8
		AGSON	VIMAG DCT BUTAX DCT AGSON	16.4
	VINIK	AGOBA	VINIK M754 BRU DCT SARVO DCT AGOBA	30.5
		ATETI	VINIK M754 BRU DCT SARVO DCT ATETI	14.2
		OKADA	VINIK M754 BRU DCT OKADA	4.8
		PAPSA	VINIK M754 BRU DCT SARVO DCT PAPSA	1.5
		AGSON	VINIK DCT BUTAX DCT AGSON	1.2
		BAXAL	VINIK DCT NODIN DCT VTW DCT BAXAL	35.9
SINGAPORE FIR	OLKIT	OSANU	OLKIT DCT DOGOG DCT OSANU	15.7
		VIMAG	OLKIT DCT VIMAG	2.5
	ASISU	AGSON	ASISU DCT AGSON	29.5
UNJUNG PADANG FIR	AGSON	VINIK	AGSON DCT BUTAX DCT VINIK	1.2
	BAXAL	OSANU	BAXAL DCT VTW DCT OSANU	80.8
		VINIK	BAXAL DCT VTW DCT NODIN M522 VINIK	35.9
	MAMOK	VIMAG	MAMOK DCT MAMOK DCT VIMAG	39.5

1.8.9.4.1.6 Suspension

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

1.8.9.4.1.7 Contingency Event

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

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

1.8.9.4.2 Overflying flights that are not eligible for DRO operations (see ENR 1.8.9.4.1) shall use conventional flight planning requirements within Kota Kinabalu FIR listed as below:

Adjacent FIR	To	Entry Airways or Waypoints	Exit Airways or Waypoints	FPL Route
SINGAPORE FIR	MANILA FIR	KAMIN	VINIK	M646 BRU M754 VINIK
			OSANU	M646 OSANU
			VIMAG	M646 BRU W461 VSN A341 VIMAG
		AGOBA	VINIK	M761 VKG G580 BRU M754 VINIK
			OSANU	M761 VKG G580 BRU M646 OSANU
			VIMAG	M761 VKG G580 BRU M646 VJN A341 VIMAG
		ATETI	VINIK	G580 BRU M754 VINIK
			OSANU	G580 BRU M646 OSANU
			VIMAG	G580 BRU M646 VJN A341 VIMAG
		OLKIT	OSANU	M758 VJN M646 OSANU
			VIMAG	M758 VJN A341 VIMAG
				M759 BRU W461 VSN A341 VIMAG
		ASISU	OSANU	M768 BRU M646 OSANU
			VIMAG	M768 BRU W461 VSN A341 VIMAG
	UJUNG FIR	OLKIT	AGSON	M759 BRU R223 AGSON
			MAMOK	M759 BRU M768 MAMOK
			BAXAL	M759 BRU W453 LATIL W441 VTW A211 BAXAL
		ASISU	AGSON	M768 BRU R223 AGSON
			MAMOK	M768 MAMOK
			BAXAL	M768 BRU W453 LATIL W441 VTW A211 BAXAL
MANILA FIR	SINGAPORE FIR	VINIK	KAMIN	M754 BRU M646 KAMIN
			AGOBA	M754 BRU G580 VKG M761 AGOBA
			ATETI	M754 BRU G580 ATETI
			OLKIT	M754 BRU M759 OLKIT
			ASISU	M754 BRU M768 ASISU
		OSANU	KAMIN	M646 KAMIN
			AGOBA	M646 BRU G580 VKG M761 AGOBA
			ATETI	M646 BRU G580 ATETI
			OLKIT	M646 VJN M758 OLKIT
			ASISU	M646 VJN Y446 ASISU
		VIMAG	KAMIN	A341 VJN M646 KAMIN
			AGOBA	A341 VJN M646 BRU G580 VKG M761 AGOBA
			ATETI	A341 VJN M646 BRU G580 ATETI
			OLKIT	A341 VJN M758 OLKIT
			ASISU	A341 VJN Y446 ASISU

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

Adjacent FIR	To	Entry Airways or Waypoints	Exit Airways or Waypoints	FPL Route
		BAXAL	VINIK	A211 VTW W425 VJN M522 VINIK
			OSANU	A211 VTW W425 VJN M646 OSANU
			VIMAG	A211 VTW W425 VJN A341 VIMAG

1.8.10 Malaysia Air Traffic Management Contingency Plan and Arrangement

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

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

a) Malaysia ATM Contingency Level 1 Plan

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

b) Malaysia ATM Contingency Level 2 The Arrangement

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

c) Volcanic Ash Cloud Contingency (VAC)

The document elaborates on the detailed information of VAC contingency.

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

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

Route designator (RNP/RNAV[1]) Name of significant points Coordinates	Way-point IDENT of VOR/DME BRG & DIST ELEV DME Antenna	Geodesic DIST NM	Upper limit / Lower limit / Airspace classification	Direction of cruising levels: Odd	Direction of cruising levels: Even	Remarks Controlling unit channel Logon address
1	2	3	4	5		6
Y501 **(RNP 2)**						
RIGTO (FIR BDRY)						
▲ 064228N 1001504E RINBA		85.2	FL 460 6 000 FT MSL Class A			Flight Planning: a) Flights SHALL NOT FPL on Y501 at FL220 and below between KALIL - BIKDU. Aircraft operators shall refer ATS routes A457 or Y506 for alternate route. b) Eastbound flight planning not permitted. c) Distance based separation available for westbound flights and subject to coordination with accepting FIR. **Controlling Authority:** For portion between OGANA - RIGTO Above FL 300 KUALA LUMPUR RADAR FREQ: (PRI)120.575 MHz (SRY)132.550 MHz FL 300 and below: KUALA LUMPUR RADAR FREQ: (PRI)132.800 MHz (SRY)132.550 MHz Within Butterworth TMA (Below FL 245) BUTTERWORTH RADAR FREQ: (PRI)125.925 MHz (SRY) 120.975 MHz Within Ipoh CTZ (below 10 000 FT) IPOH TOWER FREQ: 122.100 MHz **Controlling Authority:** For portion between KALIL - OGANA Above FL 265 : KUALA LUMPUR RADAR FREQ: (PRI)134.300 MHz (SRY)123.750 MHz FL 265 and below: KUALA LUMPUR RADAR FREQ: (PRI)132.750 MHz (SRY)123.750 MHz
△ 052214N 1004500E IPOH DVOR/DME (VIH)		51.9				
△ 043425N 1010538E BIKDU		47.7				
△ 035037N 1012508E OGANA		33.6				
△ 031949N 1013850E IRMIB		55.6				
△ 023556N 1021318E						
		10.5				
KALIL						
△ 022739N 1021948E						

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

Route designator (RNP/RNAV[1]) Name of significant points Coordinates	Way-point IDENT of VOR/DME BRG & DIST ELEV DME Antenna	Geodesic DIST NM	Upper limit / Lower limit / Airspace classification	Direction of cruising levels: Odd	Direction of cruising levels: Even	Remarks Controlling unit channel Logon address
1	2	3	4	5		6
Y507 **(RNAV 2)**						
KARMI (FIR BDRY)						
▲ 062940N 1003121E		68.5	FL 460 / 6 000 FT MSL / Class A	↓		Westbound flight planning not permitted. **Controlling Authority:** For portion between KARMI - BATU ARANG Above FL 300 KUALA LUMPUR RADAR FREQ: (PRI)120.575 MHz (SRY)132.550 MHz FL 300 and below: KUALA LUMPUR RADAR FREQ: (PRI)132.800 MHz (SRY)132.550 MHz Within Butterworth TMA (Below FL 245): BUTTERWORTH RADAR FREQ: (PRI)125.925 MHz (SRY) 120.975 MHz **Controlling Authority:** For portion between BATU ARANG - MITOS Above FL 265 : KUALA LUMPUR RADAR FREQ: (PRI)134.300 MHz (SRY)123.750 MHz FL 265 and below: KUALA LUMPUR RADAR FREQ: (PRI)132.750 MHz (SRY)123.750 MHz
RINBA						
△ 052214N 1004500E		24.7				
BOGUK						
△ 045745N 1004852E		30.4				
ANBIK						
△ 042733N 1005338E		22.7				
DUDAD						
△ 040706N 1010336E		23.2				
KAKAK						
△ 034610N 1011347E		29.8				
BATU ARANG DVOR/DME (VBA)						
△ 031930N 1012739E		39.6				
KUALA LUMPUR DVOR/DME (VKL)						
▲ 024328N 1014417E		12.4				
MAKNA						
△ 023214N 1014945E		17.5				
VELTU						
△ 021624N 1015728E		19.8				
MITOS	VKL 154.0° 50.00 NM 90 M					
△ 015830N 1020610E						

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

Route designator (RNP/RNAV[1]) Name of significant points Coordinates	Way-point IDENT of VOR/DME BRG & DIST ELEV DME Antenna	Geodesic DIST NM	Upper limit / Lower limit / Airspace classification	Direction of cruising levels: Odd	Direction of cruising levels: Even	Remarks Controlling unit channel Logon address
1	2	3	4	5		6
Y508 **(RNAV 2)**						
KARMI (FIR BDRY)						
▲ 062940N 1003121E		44.7	FL 460 / 9 000 FT AMSL	↓		Westbound flight planning not permitted. **Controlling Authority:** Above FL 300 KUALA LUMPUR RADAR FREQ: (PRI)120.575 MHz (SRY)132.550 MHz FL 300 and below: KUALA LUMPUR RADAR FREQ: (PRI)132.800 MHz (SRY)132.550 MHz Within Butterworth TMA (Below FL 245): BUTTERWORTH RADAR FREQ: (PRI)125.925 MHz (SRY) 120.975 MHz
AKMIS						
△ 054632N 1001846E		39.8	Class A			
ANGUN						
△ 050809N 1000736E		15.1				
UDIKO						
△ 045332N 1001147E		36.4				
OREKA						
△ 041824N 1002150E		49.4				
NIREN						
△ 033004N 1003255E						

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

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

WMKA AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

WMKA AD 2.16 HELICOPTER LANDING AREA

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

WMKA AD 2.17 ATS AIRSPACE

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

6	Remarks	NIL

WMKA AD 2.18 ATS COMMUNICATION FACILITIES

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

WMKA AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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

WMKA AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1. Local Circuit Procedures -

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

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

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

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

2.20.5. **Arriving Aircraft Parking Arrangement**

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

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

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

WMKA AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO

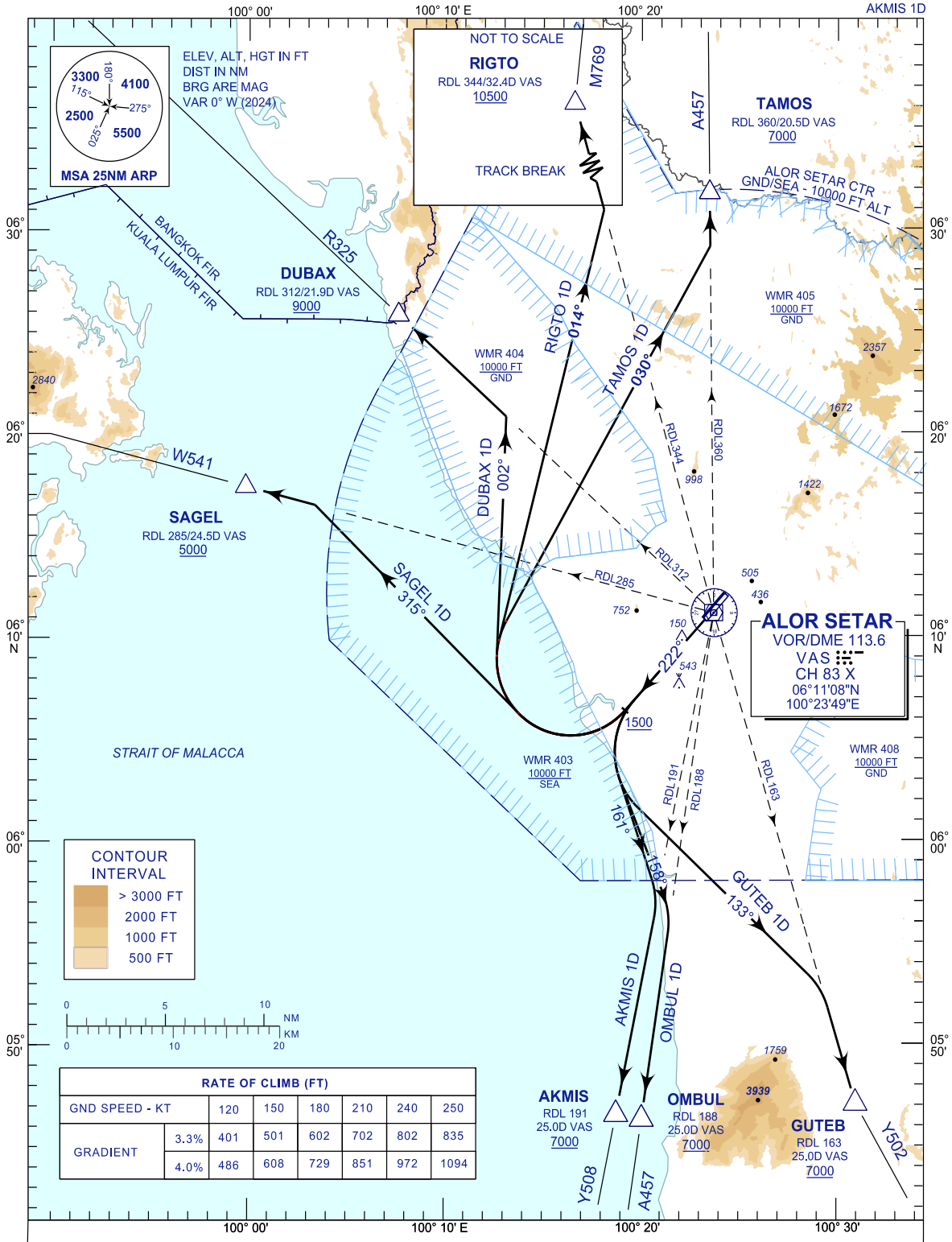
TRANSITION ALTITUDE 11000 FT

TWR/APP	122.3
	121.5
TRAINING	129.1
SMC	121.6
ATIS	128.65

ALOR SETAR/ SULTAN ABDUL HALIM (WMKA)

RWY 22

TAMOS 1D RIGTO 1D DUBAX 1D
SAGEL 1D GUTEB 1D OMBUL 1D
AKMIS 1D



RATE OF CLIMB (FT)							
GND SPEED - KT		120	150	180	210	240	250
GRADIENT	3.3%	401	501	602	702	802	835
	4.0%	486	608	729	851	972	1094

COMMUNICATION FAILURE :

SQUAWK 7600

- IF UNDER PILOT NAVIGATION, MAINTAIN LAST ASSIGNED LEVEL FOR 3 MINUTES, IF NO ONWARD CLEARANCE IS RECEIVED. SUBSEQUENTLY CLIMB TO COMPLY WITH SID.
- IF UNDER RADAR VECTORING : MAINTAIN VECTOR FOR 2 MINUTES, IF BELOW MSA, CLIMB TO MSA, THEN TRACK TO INTERCEPT CLEARED OR PREVIOUSLY ASSIGNED SID TO DESTINATION.

CHANGES : FREQUENCY 258.2 MHz WITHDRAWN

STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE 11000 FT

ALOR SETAR/ SULTAN ABDUL HALIM (WMKA)

RWY 22

TAMOS 1D RIGTO 1D DUBAX 1D
SAGEL 1D GUTEB 1D OMBUL 1D
AKMIS 1D

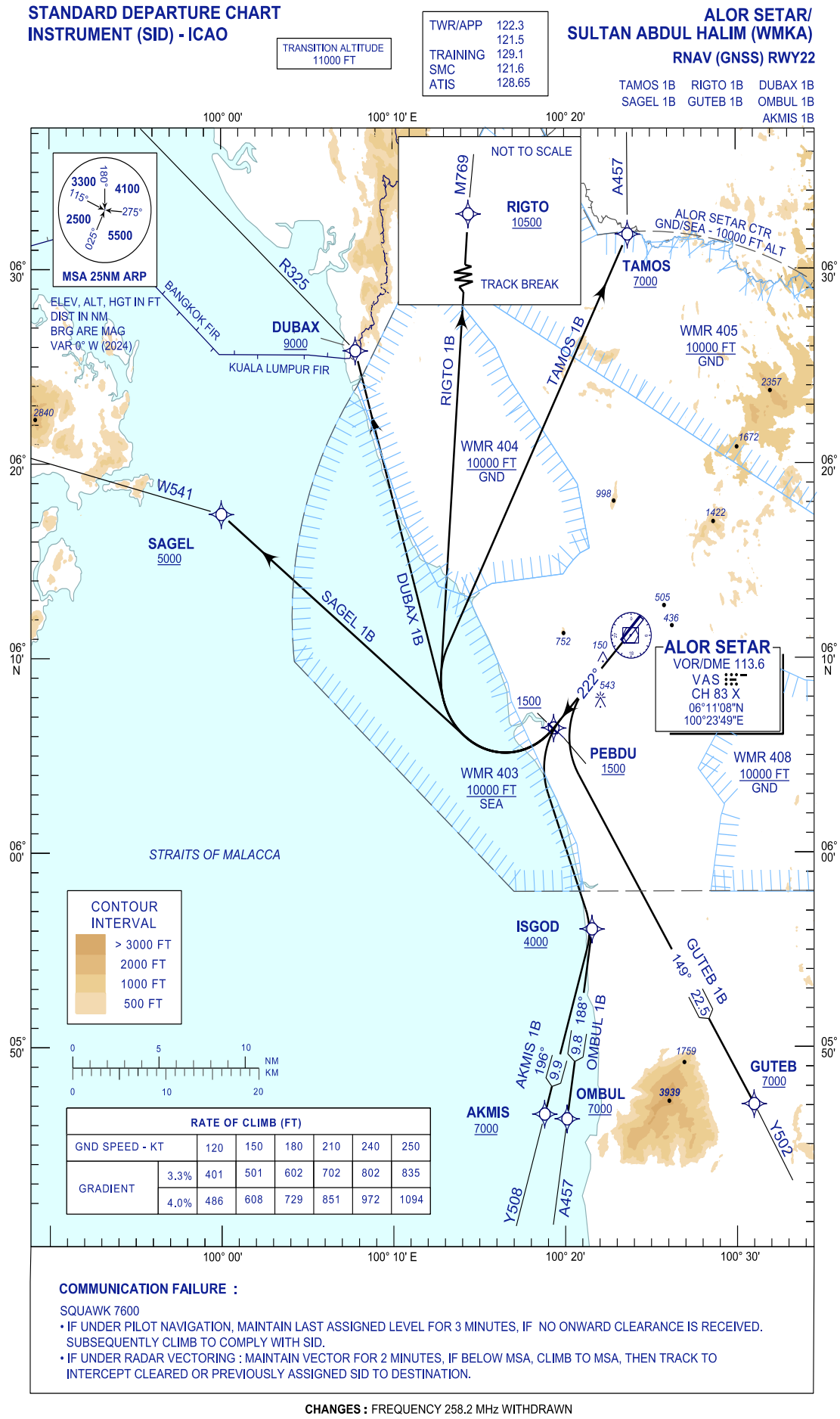
TABULAR DESCRIPTION

INITIAL CLIMB PROCEDURE	DESIGNATOR	SID DESCRIPTION
AFTER TAKE-OFF TRACK 222° AT 1500 TURN LEFT NOTE : TURN SPEED MAX 250 KIAS	GUTEB 1 DELTA	TRACK 133° TO INTERCEPT RDL 163 VAS VOR OUTBOUND TO GUTEB THEN Y502 NOTE : MINIMUM CLIMB GRADIENT (PDG) 4.5% UNTIL PASSING 7000 FT DUE TO OBSTACLE AND AIRWAYS LOWER LIMIT
	OMBUL 1 DELTA	TRACK 158° TO INTERCEPT RDL 188 VAS VOR OUTBOUND TO OMBUL THEN A457 NOTE : MINIMUM CLIMB GRADIENT (PDG) 4.0% UNTIL PASSING 7000 FT DUE TO OBSTACLE AND AIRWAYS LOWER LIMIT
	AKMIS 1 DELTA	TRACK 161° TO INTERCEPT RDL 191 VAS VOR OUTBOUND TO AKMIS THEN Y508 NOTE : MINIMUM CLIMB GRADIENT (PDG) 4.0% UNTIL PASSING 7000 FT DUE TO OBSTACLE AND AIRWAYS LOWER LIMIT
AFTER TAKE-OFF TRACK 222° AT 1500 TURN RIGHT	DUBAX 1 DELTA	TRACK 002° TO INTERCEPT RDL 312 VAS VOR OUTBOUND TO DUBAX THEN R325 NOTE : MINIMUM CLIMB GRADIENT (PDG) 4.0% UNTIL PASSING 9000 FT DUE TO OBSTACLE AND AIRWAYS LOWER LIMIT
AFTER TAKE-OFF TRACK 222° AT 1500 TURN RIGHT NOTE : MINIMUM CLIMB GRADIENT (PDG) 4.0% UNTIL PASSING 1500 FT	SAGEL 1 DELTA	TRACK 315° TO INTERCEPT RDL 285 VAS VOR OUTBOUND TO SAGEL THEN W541
	RIGTO 1 DELTA	TRACK 014° TO INTERCEPT RDL 344 VAS VOR OUTBOUND TO RIGTO THEN M769
	TAMOS 1 DELTA	TRACK 030° TO INTERCEPT RDL 360 VAS VOR OUTBOUND TO TAMOS THEN A457

AERONAUTICAL DATA TABULATION

FIX/POINT/NAVAID		COORDINATES	
VAS VOR/DME	113.6 MHZ / CH83X	06°11'08.40" N	100°23'49.20" E
AKMIS	RDL 191 / 25.0 NM VAS	05°46'32.03" N	100°18'46.10" E
DUBAX	RDL 312 / 21.9 NM VAS	06°25'55.90" N	100°07'36.60" E
GUTEB	RDL 163 / 25.0 NM VAS	05°47'03.43" N	100°30'57.45" E
OMBUL	RDL 188 / 25.0 NM VAS	05°46'18.08" N	100°20'04.29" E
RIGTO	RDL 344 / 32.4 NM VAS	06°42'28.22" N	100°15'04.23" E
SAGEL	RDL 285 / 24.5 NM VAS	06°17'24.00" N	100°00'00.00" E
TAMOS	RDL 360 / 20.5 NM VAS	06°31'46.00" N	100°23'41.00" E

NEW CHART



COMMUNICATION FAILURE :

SQUAWK 7600

- IF UNDER PILOT NAVIGATION, MAINTAIN LAST ASSIGNED LEVEL FOR 3 MINUTES, IF NO ONWARD CLEARANCE IS RECEIVED. SUBSEQUENTLY CLIMB TO COMPLY WITH SID.
- IF UNDER RADAR VECTORING : MAINTAIN VECTOR FOR 2 MINUTES, IF BELOW MSA, CLIMB TO MSA, THEN TRACK TO INTERCEPT CLEARED OR PREVIOUSLY ASSIGNED SID TO DESTINATION.

CHANGES : FREQUENCY 258.2 MHz WITHDRAWN

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
11000 FT

ALOR SETAR/
SULTAN ABDUL HALIM (WMKA)

RNAV (GNSS) RWY22

TAMOS 1B RIGTO 1B DUBAX 1B
SAGEL 1B GUTEB 1B OMBUL 1B
AKMIS 1B

TABULAR DESCRIPTION

TAMOS 1B DEPARTURE

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE/TRACK °M	DISTANCE NM	TURN DIRECTION	ALTITUDE CONSTRAINT	SPEED LIMIT (KT)	RECOMMENDED NAVAIDS	NAVIGATION SPECIFICATION
CA	RWY 22	-	222°	-	-	+1500	-	-	RNAV 1
DF	TAMOS	-	-	-	R	+7000	-	-	RNAV 1

MINIMUM CLIMB GRADIENT (PDG) 4.0% UNTIL PASSING 1500 FT DUE TO OBSTACLE

RIGTO 1B DEPARTURE

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE/TRACK °M	DISTANCE NM	TURN DIRECTION	ALTITUDE CONSTRAINT	SPEED LIMIT (KT)	RECOMMENDED NAVAIDS	NAVIGATION SPECIFICATION
CA	RWY 22	-	222°	-	-	+1500	-	-	RNAV 1
DF	RIGTO	-	-	-	R	+10500	-	-	RNAV 1

MINIMUM CLIMB GRADIENT (PDG) 4.0% UNTIL PASSING 1500 FT DUE TO OBSTACLE

DUBAX 1B DEPARTURE

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE/TRACK °M	DISTANCE NM	TURN DIRECTION	ALTITUDE CONSTRAINT	SPEED LIMIT (KT)	RECOMMENDED NAVAIDS	NAVIGATION SPECIFICATION
CA	RWY 22	-	222°	-	-	+1500	-	-	RNAV 1
DF	DUBAX	-	-	-	R	+9000	-	-	RNAV 1

MINIMUM CLIMB GRADIENT (PDG) 4.0% UNTIL PASSING 9000 FT DUE TO OBSTACLE AND AIRWAYS LOWER LIMIT

SAGEL 1B DEPARTURE

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE/TRACK °M	DISTANCE NM	TURN DIRECTION	ALTITUDE CONSTRAINT	SPEED LIMIT (KT)	RECOMMENDED NAVAIDS	NAVIGATION SPECIFICATION
CA	RWY 22	-	222°	-	-	+1500	-	-	RNAV 1
DF	SAGEL	-	-	-	R	+5000	-	-	RNAV 1

MINIMUM CLIMB GRADIENT (PDG) 4.0% UNTIL PASSING 1500 FT DUE TO OBSTACLE

AKMIS 1B DEPARTURE

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE/TRACK (°M)	DISTANCE NM	TURN DIRECTION	ALTITUDE CONSTRAINT	SPEED LIMIT (KT)	RECOMMENDED NAVAIDS	NAVIGATION SPECIFICATION
CA	RWY 22	-	222°	-	-	+1500	-	-	RNAV 1
DF	ISGOD	-	-	-	L	+4000	-	-	RNAV 1
TF	AKMIS	-	196°	9.9	R	+7000	-	-	RNAV 1

MINIMUM CLIMB GRADIENT (PDG) 4.5% UNTIL PASSING 7000 FT DUE TO OBSTACLE AND AIRWAYS LOWER LIMIT

NEW CHART

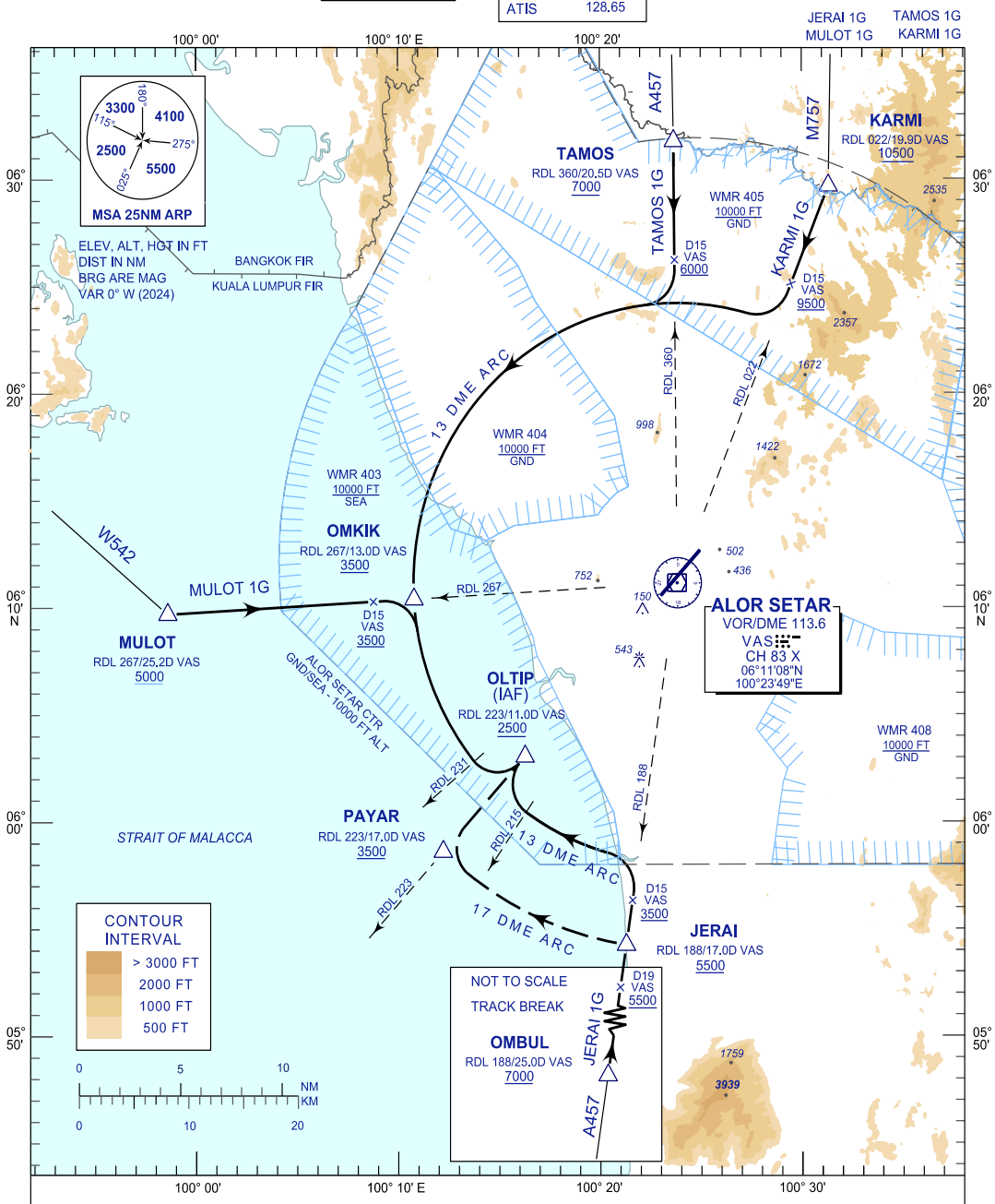
STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE 11000 FT

TWR/APP	122.3
	121.5
TRAINING	129.1
SMC	121.6
ATIS	128.65

ALOR SETAR/ SULTAN ABDUL HALIM (WMKA)

VOR/DME ARC RWY 04



COMMUNICATION FAILURE :

SQUAWK 7600

- IF UNDER PILOT NAVIGATION, MAINTAIN LAST ASSIGNED LEVEL FOR 3 MINUTES, IF NO ONWARD CLEARANCE IS RECEIVED. SUBSEQUENTLY CLIMB/DESCEND TO COMPLY WITH STAR AND LAND.
- IF UNDER RADAR VECTORING : MAINTAIN VECTOR FOR 1 MINUTES, IF BELOW MSA, CLIMB TO MSA, THEN TRACK TO INTERCEPT CLEARED OR PREVIOUSLY ASSIGNED STAR AND LAND.

DESIGNATOR	STAR DESCRIPTION
JERAI 1 GOLF	ARRIVAL VIA A457 TO OMBUL AND JERAI THEN TRACK INBOUND ON RDL 188 VAS VOR. AT D15 VAS TURN LEFT TO JOIN 13 DME ARC VAS VOR FOR ILS Z OR LOC Z OR RNAV(GNSS) Y RWY 04 NOTE : ALTERNATIVE 17 DME ARC VAS VOR AS INSTRUCTED BY ATC
MULOT 1 GOLF	ARRIVAL VIA W542 TO MULOT THEN TRACK INBOUND ON RDL 267 VAS VOR. AT D15 VAS TURN RIGHT TO JOIN 13 DME ARC VAS VOR FOR ILS Z OR LOC Z OR RNAV(GNSS) Y RWY 04
TAMOS 1 GOLF	ARRIVAL VIA A457 TO TAMOS THEN TRACK INBOUND ON RDL 360 VAS VOR. AT D15 VAS TURN RIGHT TO JOIN 13 DME ARC VAS VOR FOR ILS Z OR LOC Z OR RNAV(GNSS) Y RWY 04
KARMI 1 GOLF	ARRIVAL VIA M757 TO KARMI THEN TRACK INBOUND ON RDL 022 VAS VOR. AT D15 VAS TURN RIGHT TO JOIN 13 DME ARC VAS VOR FOR ILS Z OR LOC Z OR RNAV(GNSS) Y RWY 04

CHANGES : FREQUENCY 258.2 MHz WITHDRAWN

STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
11000 FT

ALOR SETAR/ SULTAN ABDUL HALIM (WMKA)

VOR/DME ARC RWY 04

JERAI 1G TAMOS 1G
MULOT 1G KARMI 1G

AERONAUTICAL DATA TABULATION

FIX/POINT/NAVAID		COORDINATES
VAS VOR/DME	113.6 MHZ / CH83X	06°11'08.40" N 100°23'49.20" E
JERAI	RDL 188 / 17.0 NM VAS	05°54'14.99" N 100°21'16.23" E
KARMI	RDL 022 / 19.9 NM VAS	06°29'39.84" N 100°31'21.00" E
MULOT	RDL 267 / 25.2 NM VAS	06°09'42.00" N 099°58'36.00" E
OLTIP (IAF)	RDL 223 / 11.0 NM VAS	06°03'03.01" N 100°16'16.59" E
OMBUL	RDL 188 / 25.0 NM VAS	05°46'18.08" N 100°20'04.29" E
OMKIK	RDL 267 / 13.0 NM VAS	06°10'23.91" N 100°10'47.34" E
PAYAR	RDL 223 / 17.0 NM VAS	05°58'36.77" N 100°12'13.11" E
TAMOS	RDL 360 / 20.5 NM VAS	06°31'46.00" N 100°23'41.00" E

NEW CHART

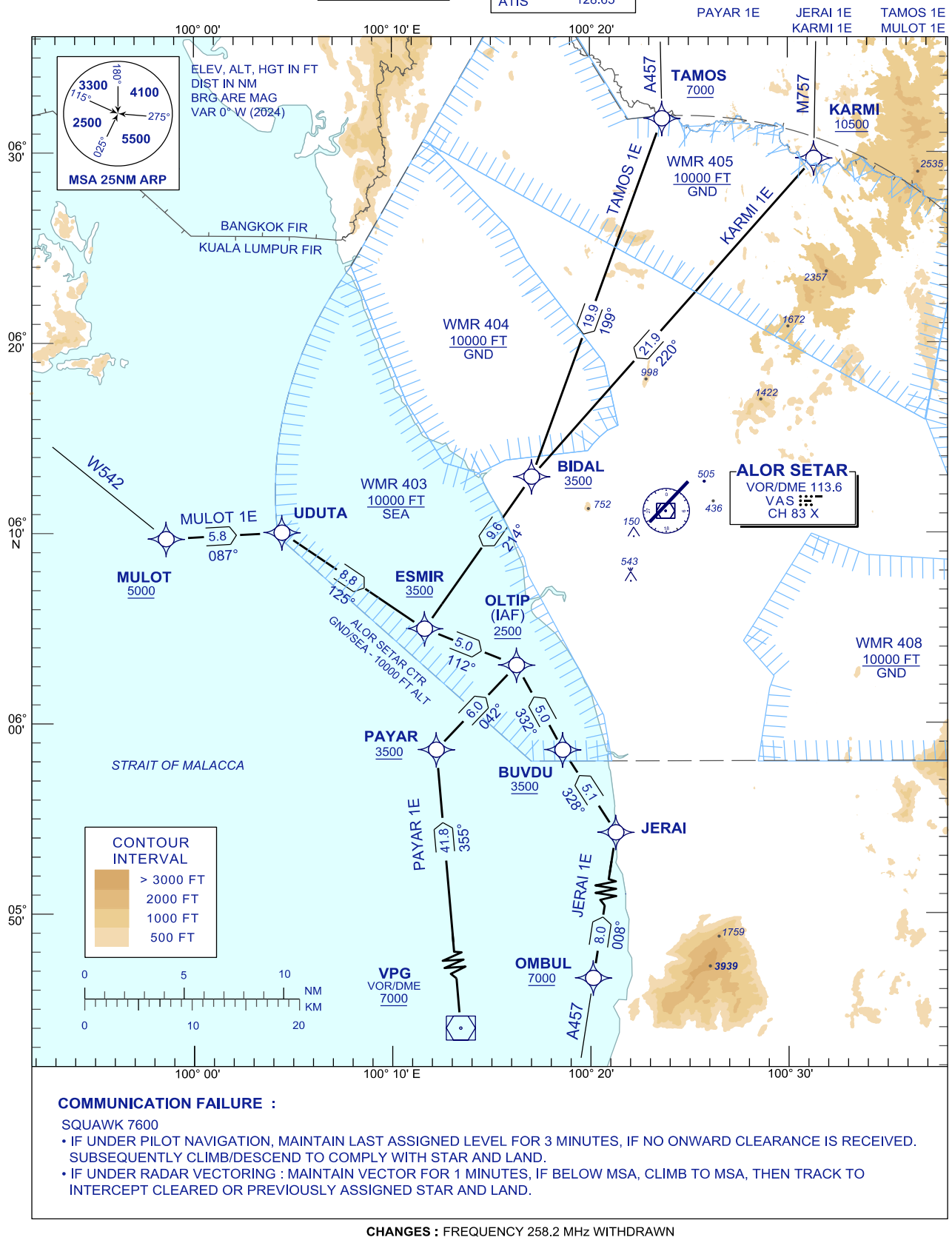
STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE 11000 FT

TWR/APP	122.3
	121.5
TRAINING	129.1
SMC	121.6
ATIS	128.65

ALOR SETAR/ SULTAN ABDUL HALIM (WMKA)

RNAV (GNSS) RWY 04



COMMUNICATION FAILURE :

SQUAWK 7600

- IF UNDER PILOT NAVIGATION, MAINTAIN LAST ASSIGNED LEVEL FOR 3 MINUTES, IF NO ONWARD CLEARANCE IS RECEIVED. SUBSEQUENTLY CLIMB/DESCEND TO COMPLY WITH STAR AND LAND.
- IF UNDER RADAR VECTORING : MAINTAIN VECTOR FOR 1 MINUTES, IF BELOW MSA, CLIMB TO MSA, THEN TRACK TO INTERCEPT CLEARED OR PREVIOUSLY ASSIGNED STAR AND LAND.

CHANGES : FREQUENCY 258.2 MHz WITHDRAWN

STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE 11000 FT

ALOR SETAR/ SULTAN ABDUL HALIM (WMKA)

RNAV (GNSS) RWY 04

PAYAR 1E JERAI 1E TAMOS 1E
KARMI 1E MULOT 1E

TABULAR DESCRIPTION

JERAI 1E ARRIVAL

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE/TRACK (°M)	DISTANCE NM	TURN DIRECTION	ALTITUDE CONSTRAINT	SPEED LIMIT (KT)	RECOMMENDED NAVAIDS	NAVIGATION SPECIFICATION
IF	OMBUL	-	-	-	-	+7000	-	-	RNAV 1
TF	JERAI	-	008°	8.0	-	-	-	-	RNAV 1
TF	BUVDU	-	328°	5.1	L	+3500	-	-	RNAV 1
TF	OLTIP (IAF)	-	332°	5.0	-	+2500	-	-	RNAV 1

MULOT 1E ARRIVAL

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE/TRACK (°M)	DISTANCE NM	TURN DIRECTION	ALTITUDE CONSTRAINT	SPEED LIMIT (KT)	RECOMMENDED NAVAIDS	NAVIGATION SPECIFICATION
IF	MULOT	-	-	-	-	+5000	-	-	RNAV 1
TF	UDUTA	-	087°	5.8	-	-	-	-	RNAV 1
TF	ESMIR	-	125°	8.8	R	+3500	-	-	RNAV 1
TF	OLTIP (IAF)	-	112°	5.0	-	+2500	-	-	RNAV 1

PAYAR 1E ARRIVAL

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE/TRACK (°M)	DISTANCE NM	TURN DIRECTION	ALTITUDE CONSTRAINT	SPEED LIMIT (KT)	RECOMMENDED NAVAIDS	NAVIGATION SPECIFICATION
IF	VPG	-	-	-	-	+7000	-	-	RNAV 1
TF	PAYAR	-	355°	41.8	-	+3500	-	-	RNAV 1
TF	OLTIP (IAF)	-	042°	6.0	R	+2500	-	-	RNAV 1

TAMOS 1E ARRIVAL

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE/TRACK (°M)	DISTANCE NM	TURN DIRECTION	ALTITUDE CONSTRAINT	SPEED LIMIT (KT)	RECOMMENDED NAVAIDS	NAVIGATION SPECIFICATION
IF	TAMOS	-	-	-	-	+7000	-	-	RNAV 1
TF	BIDAL	-	199°	19.9	-	+3500	-	-	RNAV 1
TF	ESMIR	-	214°	9.6	-	+3500	-	-	RNAV 1
TF	OLTIP (IAF)	-	112°	5.0	L	+2500	-	-	RNAV 1

KARMI 1E ARRIVAL

PATH TERMINATOR	WAYPOINT IDENTIFIER	FLY OVER	COURSE/TRACK (°M)	DISTANCE NM	TURN DIRECTION	ALTITUDE CONSTRAINT	SPEED LIMIT (KT)	RECOMMENDED NAVAIDS	NAVIGATION SPECIFICATION
IF	KARMI	-	-	-	-	+10500	-	-	RNAV 1
TF	BIDAL	-	220°	21.9	-	+3500	-	-	RNAV 1
TF	ESMIR	-	214°	9.6	-	+3500	-	-	RNAV 1
TF	OLTIP (IAF)	-	112°	5.0	L	+2500	-	-	RNAV 1

NEW CHART

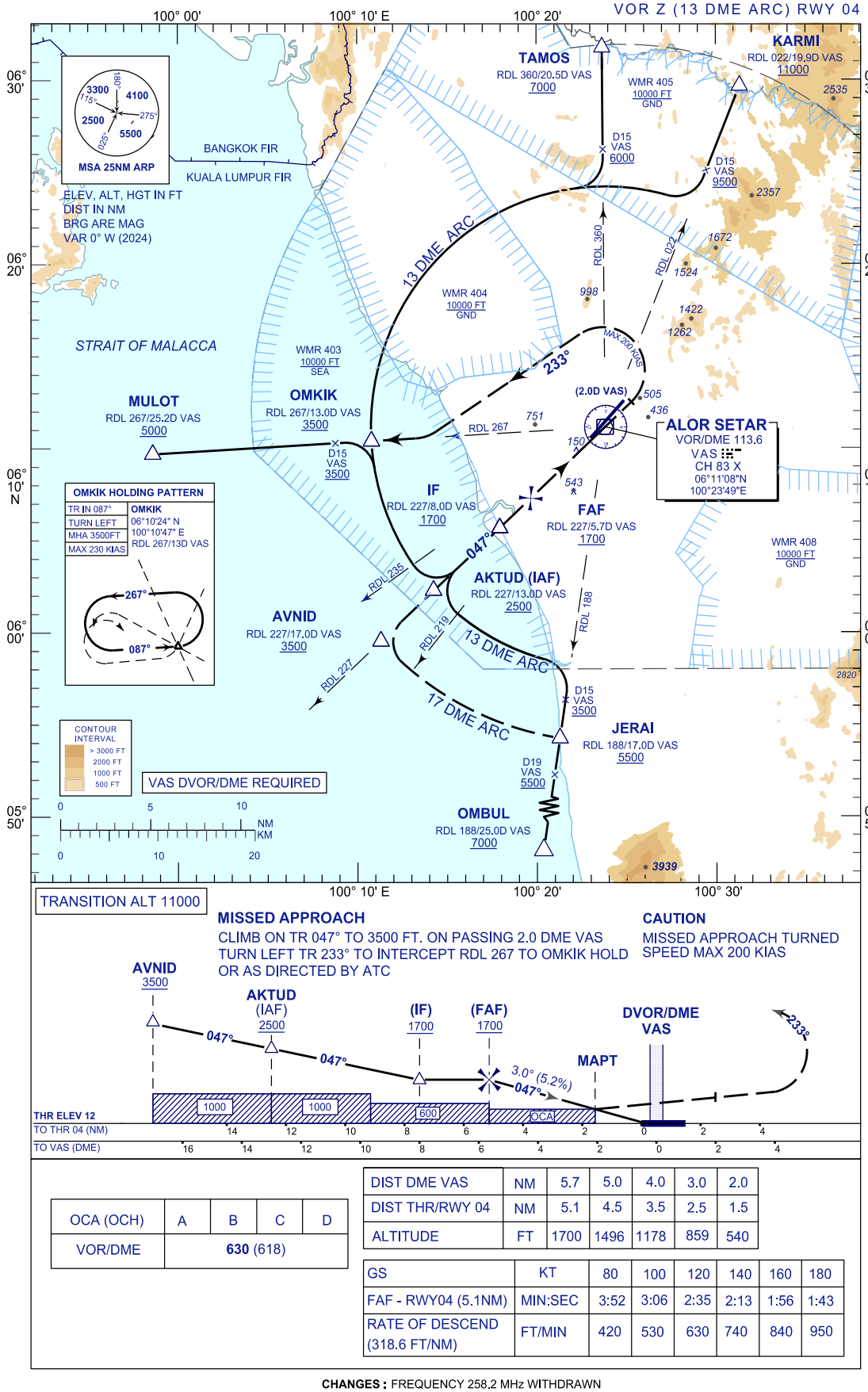
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 14 FT
HEIGHTS RELATED TO
THR RWY 04 - ELEV 12 FT

TWR/APP	122.3
	121.5
SMC	121.6
ATIS	128.65

ALOR SETAR/ SULTAN ABDUL HALIM (WMKA)

VOR Z (13 DME ARC) RWY 04



TRANSITION ALT 11000

MISSED APPROACH
CLIMB ON TR 047° TO 3500 FT. ON PASSING 2.0 DME VAS
TURN LEFT TR 233° TO INTERCEPT RDL 267 TO OMKIK HOLD
OR AS DIRECTED BY ATC

CAUTION
MISSED APPROACH TURNED
SPEED MAX 200 KIAS

OCA (OCH)	A	B	C	D
VOR/DME	**630** (618)			

DIST DME VAS	NM	5.7	5.0	4.0	3.0	2.0
DIST THR/RWY 04	NM	5.1	4.5	3.5	2.5	1.5
ALTITUDE	FT	1700	1496	1178	859	540

GS	KT	80	100	120	140	160	180
FAF - RWY04 (5.1NM)	MIN:SEC	3:52	3:06	2:35	2:13	1:56	1:43
RATE OF DESCEND (318.6 FT/NM)	FT/MIN	420	530	630	740	840	950

CHANGES : FREQUENCY 258.2 MHz WITHDRAWN

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 14 FT
HEIGHTS RELATED TO
THR RWY 04 - ELEV 12 FT

**ALOR SETAR/
SULTAN ABDUL HALIM (WMKA)**

VOR Z (13 DME ARC) RWY 04

AERONAUTICAL DATA TABULATION

FIX/POINT/NAVAID		COORDINATES
VAS VOR/DME	113.6 MHZ / CH83X	06°11'08.40" N 100°23'49.20" E
AVNID	RDL 227 / 17.0 NM VAS	05°59'31.88" N 100°11'18.06" E
JERAI	RDL 188 / 17.0 NM VAS	05°54'14.99" N 100°21'16.23" E
KARMI	RDL 022 / 19.9 NM VAS	06°29'40.00" N 100°31'21.00" E
MULOT	RDL 267 / 25.2 NM VAS	06°09'42.00" N 099°58'36.00" E
OMKIK	RDL 267 / 13.0 NM VAS	06°10'23.91" N 100°10'47.34" E
OMBUL	RDL 188 / 25.0 NM VAS	05°46'18.08" N 100°20'04.29" E
TAMOS	RDL 360 / 20.5 NM VAS	06°31'46.00" N 100°23'41.00" E
AKTUD (IAF)	RDL 227 / 13.0 NM VAS	06°02'15.80" N 100°14'14.75" E
IF	RDL 227 / 8.0 NM VAS	06°05'40.21" N 100°17'56.18" E
FAF	RDL 227 / 5.7 NM VAS	06°07'16.64" N 100°19'39.89" E
MAPT	RDL 227 / 2.0 NM VAS	06°09'46.34" N 100°22'20.93" E

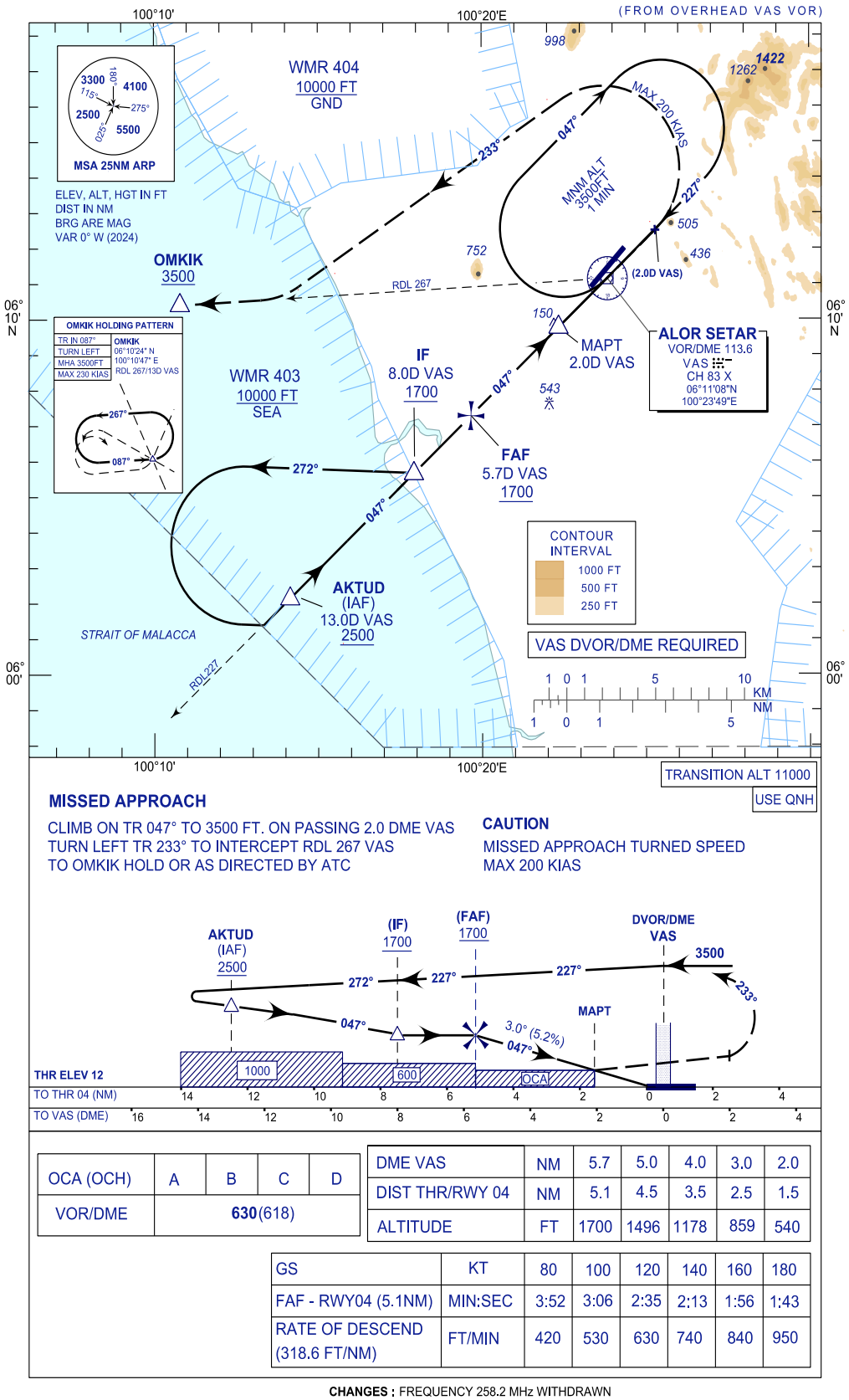
NEW CHART

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 14 FT
HEIGHTS RELATED TO THR RWY 04 - ELEV 12 FT

TWR/APP	122.3
	121.5
SMC	121.6
ATIS	128.65

ALOR SETAR/ SULTAN ABDUL HALIM (WMKA)
VOR Y RWY 04



MISSED APPROACH

CLIMB ON TR 047° TO 3500 FT. ON PASSING 2.0 DME VAS
TURN LEFT TR 233° TO INTERCEPT RDL 267 VAS
TO OMKIK HOLD OR AS DIRECTED BY ATC

CAUTION

MISSED APPROACH TURNED SPEED
MAX 200 KIAS

OCA (OCH)	A	B	C	D
VOR/DME	**630**(618)			

DME VAS	NM	5.7	5.0	4.0	3.0	2.0
DIST THR/RWY 04	NM	5.1	4.5	3.5	2.5	1.5
ALTITUDE	FT	1700	1496	1178	859	540

GS	KT	80	100	120	140	160	180
FAF - RWY04 (5.1NM)	MIN:SEC	3:52	3:06	2:35	2:13	1:56	1:43
RATE OF DESCEND (318.6 FT/NM)	FT/MIN	420	530	630	740	840	950

CHANGES : FREQUENCY 258.2 MHz WITHDRAWN

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 14 FT
HEIGHTS RELATED TO
THR RWY 04 - ELEV 12 FT

ALOR SETAR/
SULTAN ABDUL HALIM (WMKA)
VOR Y RWY 04

(FROM OVERHEAD VAS VOR)

AERONAUTICAL DATA TABULATION

FIX/POINT/NAVAID		COORDINATES
VAS VOR/DME	113.6 MHZ / CH83X	06°11'08.40" N 100°23'49.20" E
AKTUD (IAF)	RDL 227 / 13.0 NM VAS	06°02'15.80" N 100°14'14.75" E
IF	RDL 227 / 8.0 NM VAS	06°05'40.21" N 100°17'56.18" E
FAF	RDL 227 / 5.7 NM VAS	06°07'16.64" N 100°19'39.89" E
MAPT	RDL 227 / 2.0 NM VAS	06°09'46.34" N 100°22'20.93" E
OMKIK	RDL 267 / 13.0 NM VAS	06°10'23.91" N 100°10'47.34" E

NEW CHART

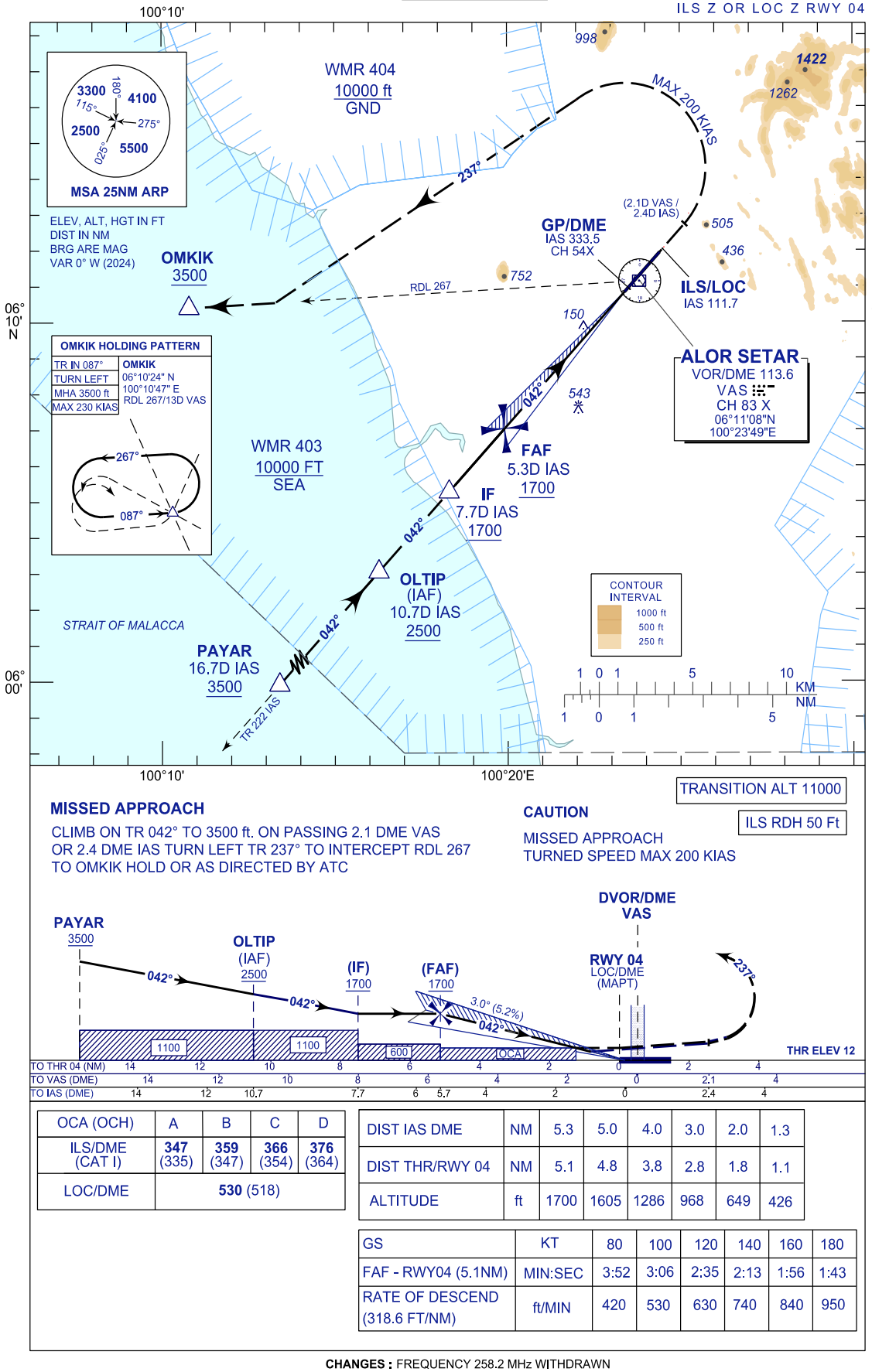
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 14 FT
HEIGHTS RELATED TO
THR RWY 04 - ELEV 12 FT

TWR/APP	122.3
	121.5
SMC	121.6
ATIS	128.65

ALOR SETAR/ SULTAN ABDUL HALIM (WMKA)

ILS Z OR LOC Z RWY 04



TRANSITION ALT 11000

ILS RDH 50 Ft

MISSED APPROACH

CLIMB ON TR 042° TO 3500 ft. ON PASSING 2.1 DME VAS OR 2.4 DME IAS TURN LEFT TR 237° TO INTERCEPT RDL 267 TO OMKIK HOLD OR AS DIRECTED BY ATC

CAUTION

MISSED APPROACH
TURNED SPEED MAX 200 KIAS

OCA (OCH)	A	B	C	D
ILS/DME (CAT I)	**347** (335)	**359** (347)	**366** (354)	**376** (364)
LOC/DME	**530** (518)			

DIST IAS DME	NM	5.3	5.0	4.0	3.0	2.0	1.3
DIST THR/RWY 04	NM	5.1	4.8	3.8	2.8	1.8	1.1
ALTITUDE	ft	1700	1605	1286	968	649	426

GS	KT	80	100	120	140	160	180
FAF - RWY04 (5.1NM)	MIN:SEC	3:52	3:06	2:35	2:13	1:56	1:43
RATE OF DESCEND (318.6 FT/NM)	ft/MIN	420	530	630	740	840	950

CHANGES : FREQUENCY 258.2 MHz WITHDRAWN

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 14 FT
HEIGHTS RELATED TO
THR RWY 04 - ELEV 12 FT

ALOR SETAR/
SULTAN ABDUL HALIM (WMKA)

ILS Z OR LOC Z RWY 04

AERONAUTICAL DATA TABULATION

FIX/POINT/NAVAID		COORDINATES	
VAS VOR/DME	113.6 MHZ / CH83X	06°11'08.40" N	100°23'49.20" E
PAYAR	RDL 222 / 16.7 NM IAS	05°58'36.77" N	100°12'13.11" E
OLTIP (IAF)	RDL 222 / 10.7 NM IAS	06°03'03.01" N	100°16'16.59" E
IF	RDL 222 / 7.7 NM IAS	06°05'16.40" N	100°18'18.61" E
FAF	RDL 222 / 5.3 NM IAS	06°07'01.68" N	100°19'54.92" E
MAPT (LOC/DME)	RWY04	06°10'50.34" N	100°23'24.15" E
OMKIK	RDL 267 / 13.0 NM VAS	06°10'23.91" N	100°10'47.34" E

NEW CHART

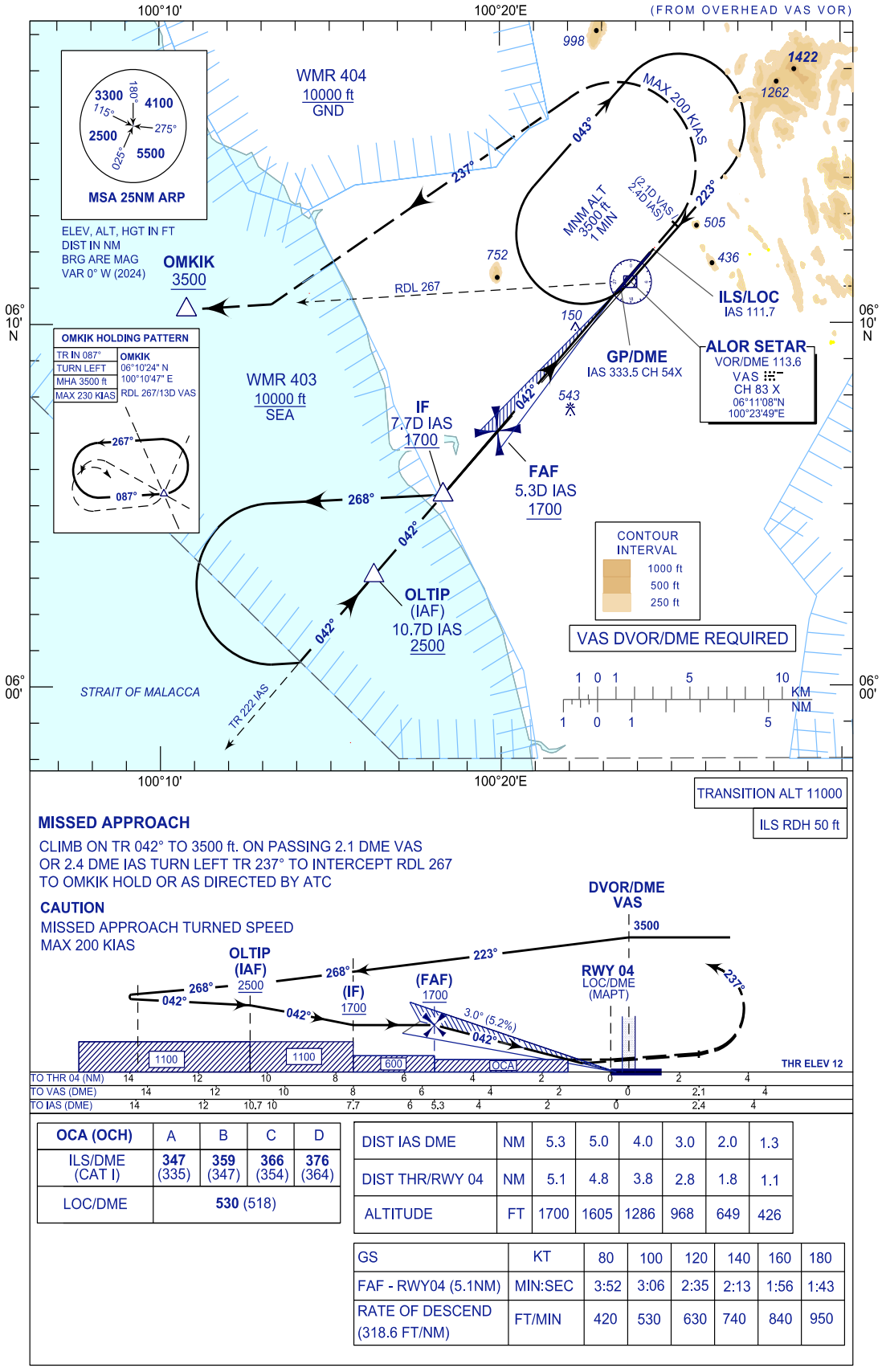
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 14 FT
HEIGHTS RELATED TO THR RWY 04 - ELEV 12 FT

TWR/APP	122.3
	121.5
SMC	121.6
ATIS	128.65

ALOR SETAR/ SULTAN ABDUL HALIM (WMKA)

ILS Y OR LOC Y RWY 04



TRANSITION ALT 11000

ILS RDH 50 ft

MISSED APPROACH

CLIMB ON TR 042° TO 3500 ft. ON PASSING 2.1 DME VAS OR 2.4 DME IAS TURN LEFT TR 237° TO INTERCEPT RDL 267 TO OMKIK HOLD OR AS DIRECTED BY ATC

CAUTION

MISSED APPROACH TURNED SPEED MAX 200 KIAS

OCA (OCH)	A	B	C	D
ILS/DME (CAT I)	**347** (335)	**359** (347)	**366** (354)	**376** (364)
LOC/DME	**530** (518)			

DIST IAS DME	NM	5.3	5.0	4.0	3.0	2.0	1.3
DIST THR/RWY 04	NM	5.1	4.8	3.8	2.8	1.8	1.1
ALTITUDE	FT	1700	1605	1286	968	649	426

GS	KT	80	100	120	140	160	180
FAF - RWY04 (5.1NM)	MIN:SEC	3:52	3:06	2:35	2:13	1:56	1:43
RATE OF DESCEND (318.6 FT/NM)	FT/MIN	420	530	630	740	840	950

CHANGES : FREQUENCY 258.2 MHz WITHDRAWN

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 14 FT
HEIGHTS RELATED TO
THR RWY 04 - ELEV 12 FT

ALOR SETAR/
SULTAN ABDUL HALIM (WMKA)
ILS Y OR LOC Y RWY 04
(FROM OVERHEAD VAS VOR)

AERONAUTICAL DATA TABULATION

FIX/POINT/NAVAID		COORDINATES	
VAS VOR/DME	113.6 MHZ / CH83X	06°11'08.40" N	100°23'49.20" E
OLTIP (IAF)	RDL 222 / 10.7 NM IAS	06°03'03.01" N	100°16'16.59" E
IF	RDL 222 / 7.7 NM IAS	06°05'16.40" N	100°18'18.61" E
FAF	RDL 222 / 5.3 NM IAS	06°07'01.68" N	100°19'54.92" E
MAPT (LOC/DME)	RWY04	06°10'50.34" N	100°23'24.15" E
OMKIK	RDL 267 / 13.0 NM VAS	06°10'23.91" N	100°10'47.34" E

NEW CHART

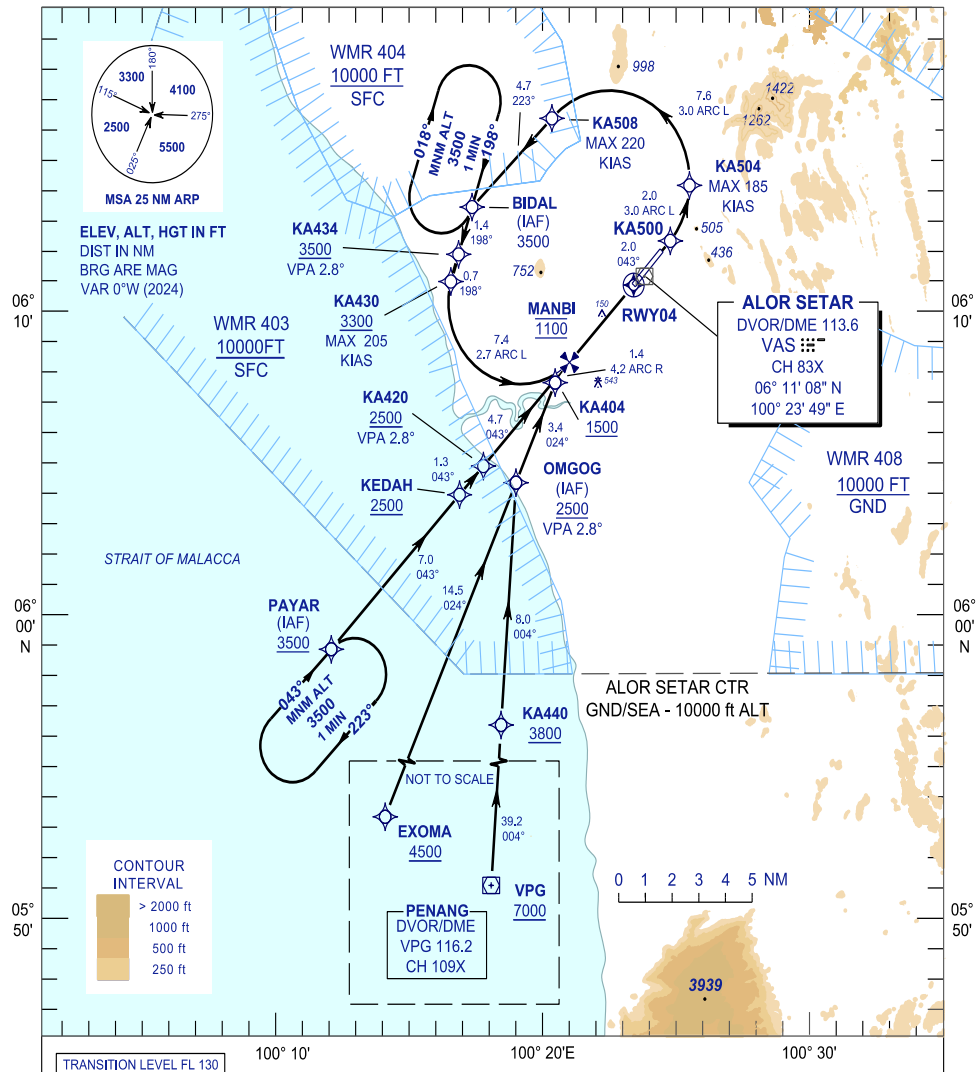
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 14 FT
HEIGHTS RELATED TO
THR RWY 04 - ELEV 12 FT

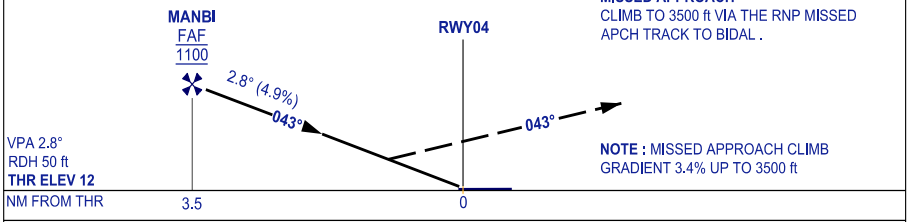
APP/TWR	122.3, 121.5
TRAINING	129.1
SMC	121.6
ATIS	128.65

ALOR SETAR/ SULTAN ABDUL HALIM (WMKA)

RNP Z RWY 04 (AR)



TRANSITION LEVEL FL 130
TRANSITION ALT 11 000



MISSED APPROACH
CLIMB TO 3500 ft VIA THE RNP MISSED APCH TRACK TO BIDAL .

NOTE : MISSED APPROACH CLIMB GRADIENT 3.4% UP TO 3500 ft

OCA/H		
ACFT CAT.	C	D
RNP 0.3	**430** (418) / 2.3 KM	

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

DISTANCE TO THRESHOLD (NM)	3.5	3	2	1
ALTITUDE (ft)	1100	960	670	370

1. AUTHORIZATION REQUIRED **2. GNSS REQUIRED** **3. RF REQUIRED**
4. APPROACH NOT AUTHORIZED WHEN AIRPORT TEMPERATURE BELOW 19°C OR ABOVE 40°C
5. WMKA ALTIMETER SETTING REQUIRED.
6. PAPI AND VERTICAL PATH ANGLE NOT COINCIDENT
7. PROCEDURE REQUIRES RNP 0.3 FROM IAFS TO KA504
8. TOGA TO NAV REQUIRED
9. CLIMB GRADIENT OF 3.4% TO 3500 FT REQUIRED TO REACH BIDAL

CHANGES : FREQUENCY 258.2 MHz WITHDRAWN

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 14 FT
HEIGHTS RELATED TO
THR RWY 04 - ELEV 12 FT

**ALOR SETAR/
SULTAN ABDUL HALIM (WMKA)**

RNP Z RWY 04 (AR)

TABULAR DESCRIPTION

BIDAL TRANSITION

NO	PATH TERM	ID	RF ARC CENTER	FLY OVER	WPT DESC	TRACK / DISTANCE OR COURSE / TIME	ARC DIRECTION	ALTITUDE (FT)	IAS (KT)	VPA	RNP
001	IF	BIDAL	-	N	-	-	-	+3500	-	-	-
002	TF	KA434	-	N	-	198.0° M / 1.4NM	-	+3500	-	-	0.3
003	TF	KA430	-	N	-	198.0° M / 0.7NM	-	+3300	-205	- 2.80	0.3
004	RF	MANBI	RKA27	N	-	2.7NM RF / 7.4NM	L	@1100	-	- 2.80	0.3

EXOMA TRANSITION

NO	PATH TERM	ID	RF ARC CENTER	FLY OVER	WPT DESC	TRACK / DISTANCE OR COURSE / TIME	ARC DIRECTION	ALTITUDE (FT)	IAS (KT)	VPA	RNP
001	IF	EXOMA	-	N	-	-	-	+4500	-	-	-
002	TF	OMGOG	-	N	-	24.1° M / 14.5NM	-	+2500	-	-	2.0
003	TF	KA404	-	N	-	24.1° M / 3.4NM	-	+1500	-	- 2.80	0.3
004	RF	MANBI	RKA42	N	-	4.2NM RF / 1.4NM	R	@1100	-	- 2.80	0.3

PAYAR TRANSITION

NO	PATH TERM	ID	RF ARC CENTER	FLY OVER	WPT DESC	TRACK / DISTANCE OR COURSE / TIME	ARC DIRECTION	ALTITUDE (FT)	IAS (KT)	VPA	RNP
001	IF	PAYAR	-	N	-	-	-	+3500	-	-	-
002	TF	KEDAH	-	N	-	43.0° M / 7.0NM	-	+2500	-	-	0.3
003	TF	KA420	-	N	-	43.0° M / 1.3NM	-	+2500	-	-	0.3
004	TF	MANBI	-	N	-	43.0° M / 4.7NM	-	@1100	-	- 2.80	0.3

VPG TRANSITION

NO	PATH TERM	ID	RF ARC CENTER	FLY OVER	WPT DESC	TRACK / DISTANCE OR COURSE / TIME	ARC DIRECTION	ALTITUDE (FT)	IAS (KT)	VPA	RNP
001	IF	VPG	-	N	-	-	-	+7000	-	-	-
002	TF	KA440	-	N	-	04.0° M / 39.2NM	-	+3800	-	-	2.0
003	TF	OMGOG	-	N	-	04.0° M / 8.0NM	-	+2500	-	-	2.0
004	TF	KA404	-	N	-	24.1° M / 3.4NM	-	+1500	-	- 2.80	0.3
005	RF	MANBI	RKA42	N	-	4.2NM RF / 1.4NM	R	@1100	-	- 2.80	0.3

FINAL AND MISSED APPROACH

NO	PATH TERM	ID	RF ARC CENTER	FLY OVER	WPT DESC	TRACK / DISTANCE OR COURSE / TIME	ARC DIRECTION	ALTITUDE (FT)	IAS (KT)	VPA	RNP
001	IF	MANBI	-	N	FAF	-	-	@1100	-	-	-
002	TF	RWY04	-	Y	-	42.5° M / 3.5NM	-	0064	-	- 2.80	0.3
003	TF	KA500	-	N	-	42.5° M / 2.0NM	-	-	-	-	0.3
004	RF	KA504	RKA30	N	-	3.0NM RF / 2.0NM	L	-	-185	-	0.3
005	RF	KA508	RKA30	N	-	3.0NM RF / 7.6NM	L	-	-220	-	1.0
005	TF	BIDAL	-	N	-	222.5° M / 4.7NM	-	@3500	-	-	1.0

NEW CHART

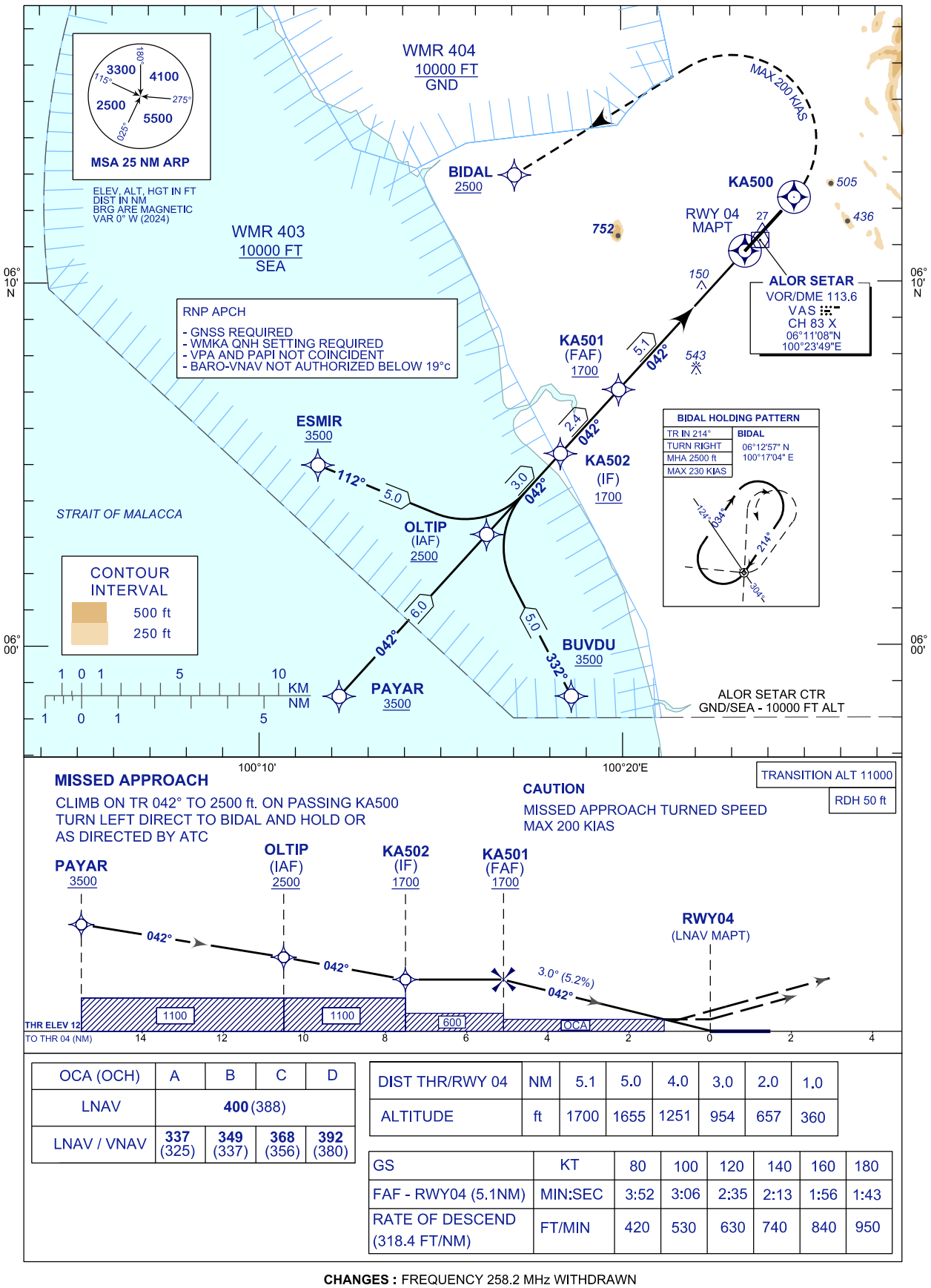
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 14 FT
HEIGHT RELATED TO
THR RWY 04 - ELEV 12 FT

TWR/APP	122.3
	121.5
SMC	121.6
ATIS	128.65

ALOR SETAR/ SULTAN ABDUL HALIM (WMKA)

RNP Y RWY 04



MISSED APPROACH
CLIMB ON TR 042° TO 2500 ft. ON PASSING KA500
TURN LEFT DIRECT TO BIDAL AND HOLD OR
AS DIRECTED BY ATC

CAUTION
MISSED APPROACH TURNED SPEED
MAX 200 KIAS

TRANSITION ALT 11000
RDH 50 ft

OCA (OCH)	A	B	C	D
LNAV	**400** (388)			
LNAV / VNAV	**337** (325)	**349** (337)	**368** (356)	**392** (380)

DIST THR/RWY 04	NM	5.1	5.0	4.0	3.0	2.0	1.0
ALTITUDE	ft	1700	1655	1251	954	657	360

GS	KT	80	100	120	140	160	180
FAF - RWY04 (5.1NM)	MIN:SEC	3:52	3:06	2:35	2:13	1:56	1:43
RATE OF DESCEND (318.4 FT/NM)	FT/MIN	420	530	630	740	840	950

CHANGES : FREQUENCY 258.2 MHz WITHDRAWN

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 14 FT
HEIGHT RELATED TO
THR RWY 04 - ELEV 12 FT

ALOR SETAR/
SULTAN ABDUL HALIM (WMKA)

RNP Y RWY 04

TABULAR DESCRIPTION

PAYAR TRANSITION

NO	PATH DESCRIPTOR	WAYPOINT IDENTIFIER	FLY-OVER	COURSE/ °M	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	VPA/ RDH	NAVIGATION SPECIFICATION
01	IF	PAYAR	-	-	-	-	+3500	-	-	RNP APCH
02	TF	OLTIP (IAF)	-	042°	6.0	-	+2500	-	-	RNP APCH
03	TF	KA502 (IF)	-	042°	3.0	-	+1700	-	-	RNP APCH
04	TF	KA501(FAF)	-	042°	2.4	-	+1700	-	-	RNP APCH
05	TF	RWY04 (MAPT)	Y	042°	5.1	-	-	-	3.0°/ 50FT	RNP APCH
06	TF	KA500	Y	042°	2.0	-	+500	-	-	RNP APCH
07	DF	BIDAL	-	-	-	L	+2500	- 200	-	RNP APCH
08	HM	BIDAL	Y	-	-	R	+2500	- 230	-	RNAV 1

ESMIR TRANSITION

NO	PATH DESCRIPTOR	WAYPOINT IDENTIFIER	FLY-OVER	COURSE/ °M	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	VPA/ RDH	NAVIGATION SPECIFICATION
01	IF	ESMIR	-	-	-	-	+3500	-	-	RNP APCH
02	TF	OLTIP (IAF)	-	042°	5.0	-	+2500	-	-	RNP APCH
03	TF	KA502 (IF)	-	042°	3.0	L	+1700	-	-	RNP APCH
04	TF	KA501(FAF)	-	042°	2.4	-	+1700	-	-	RNP APCH
05	TF	RWY04 (MAPT)	Y	042°	5.1	-	-	-	3.0°/ 50FT	RNP APCH
06	TF	KA500	Y	042°	2.0	-	+500	-	-	RNP APCH
07	DF	BIDAL	-	-	-	L	+2500	- 200	-	RNP APCH
08	HM	BIDAL	Y	-	-	R	+2500	- 230	-	RNAV 1

BUVDU TRANSITION

NO	PATH DESCRIPTOR	WAYPOINT IDENTIFIER	FLY-OVER	COURSE/ °M	DISTANCE (NM)	TURN DIRECTION	ALTITUDE (FT)	SPEED LIMIT (KT)	VPA/ RDH	NAVIGATION SPECIFICATION
01	IF	BUVDU	-	-	-	-	+3500	-	-	RNP APCH
02	TF	OLTIP (IAF)	-	042°	5.0	-	+2500	-	-	RNP APCH
03	TF	KA502 (IF)	-	042°	3.0	R	+1700	-	-	RNP APCH
04	TF	KA501(FAF)	-	042°	2.4	-	+1700	-	-	RNP APCH
05	TF	RWY04 (MAPT)	Y	042°	5.1	-	-	-	3.0°/ 50FT	RNP APCH
06	TF	KA500	Y	042°	2.0	-	+500	-	-	RNP APCH
07	DF	BIDAL	-	-	-	L	+2500	- 200	-	RNP APCH
08	HM	BIDAL	Y	-	-	R	+2500	- 230	-	RNAV 1

NEW CHART

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

1	Apron surface and strength	**BAY 1, BAY 2, BAY 3, BAY 4 AND BAY 5** Surface: Concrete (Rigid) Strength: PCR 643 / R / A / W / U **BAY 6, BAY 7, BAY 8, BAY 9, BAY 10, BAY 11 AND BAY 11A** Surface: Concrete (Rigid) Strength: PCR 660 / R / B / W / T
2	Taxiway width, surface and strength	**TWY A** Width: 25 m Surface: Asphalt (Flexible) Strength: PCR 651 / F / D / X / U **TWY A1** Width: 46 m Surface: Asphalt (Flexible) Strength: PCR 651 / F / D / X / U **TWY B** Width: 18 m Surface: Asphalt (Flexible) Strength: PCR 651 / F / D / X / U **TWY B1** Width: 32 m Surface: Asphalt (Flexible) Strength: PCR 540 / F / B / X / T **TWY C** Width: 18 m Surface: Asphalt (Flexible) Strength: PCR 527 / F / B / X / T **TWY D** Width: 17 m Surface: Asphalt (Flexible) Strength: PCR 651 / F / D / X / U **TWY E** Width: 18 m Surface: Asphalt (Flexible) Strength: PCR 651 / F / D / X / U **TWY E (EXT.)** Width: 18 m Surface: Asphalt (Flexible) Strength: PCR 650 / F / B / X / T **TWY F** Width: 14 m Surface: Asphalt (Flexible) Strength: 8.3 Tonnes **TWY G** Width: 21 m Surface: Asphalt (Flexible) Strength: PCR 507 / F / D / X / U **TWY H** Width: 13 m Surface: Asphalt (Flexible) Strength: 8.3 Tonnes

		TWY L AND L1 Width: 18 m Surface: Asphalt (Flexible) Strength: PCR 650 / F / B / X / T **APRON TWY J** Width: 18 m Surface: Concrete(Rigid) Strength: PCR 660 / R / B / W / T
3	Altimeter checkpoint location and elevation	Location: Terminal Apron Elevation: 5 m (16 ft)
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. Wing bar light for RWY 10 only. 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 lights : TWY A, B, C, L and E (ext.)
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

In Area 2					
OBST ID/ Designation	**OBST type**	**OBST position**	**ELEV/HGT**	**Marking/Type, colour, lighting (LGT)**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
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
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	2400	NIL
	TWY L	2000	2000	2000	NIL	NIL
28	THRESHOLD	2400	2400	2400	2400	NIL

WMKC AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
10	CAT1 900M LIH	GREEN 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 straignt 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 1, Bay 2, Bay 3, Bay 4, Bay 5, 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.

2.20.2 Engine Ground Run Procedure

2.20.2.1 The following conditions shall apply to engine-run by jet or turbine engine aircraft:

a) Idle-power engine run;

This is approved only on the apron/Taxiway “E” at the position that is parallel to the runway.

b) Above idle-power engine-run;

This is approved only on the Taxiway “E” at the position that is parallel to the runway.

c) Full-power engine-run;

ATCO shall use his/her discretion to permit a pilot’s request to carry out a full-power engine-run on the runway-in-use.

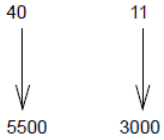
ATCO shall use his/her discretion to permit a pilot’s request to carry out a full-power engine-run on the runway-in-use.

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		Make Standard Instrument Approach from VKB VOR or from 10 DME arc or as directed by ATC
RDL 158 (W540)	VKB	Not Required	8000FT		
RDL 213 (OPOMO)	VKB	Not Required	FL140		

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

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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

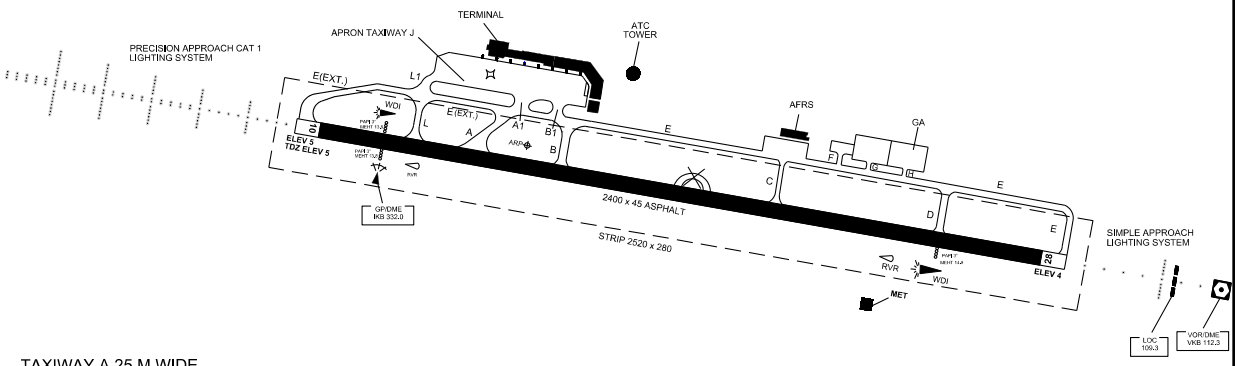
KOTA BHARU/ SULTAN ISMAIL PETRA AIRPORT

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	

N

VAR 0° W (2020)

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

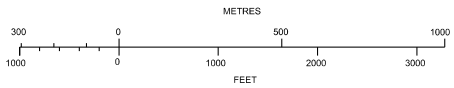


TAXIWAY A 25 M WIDE
TAXIWAY A1 46 M WIDE
TAXIWAY B 18 M WIDE
TAXIWAY B1 32 M WIDE
TAXIWAY C 18 M WIDE
TAXIWAY D 17 M WIDE
TAXIWAY E 18 M WIDE
TAXIWAY E (EXT) 18 M WIDE
TAXIWAY F 14 M WIDE
TAXIWAY G 21 M WIDE
TAXIWAY H 13 M WIDE
TAXIWAY L AND L1 18 M WIDE
APRON TAXIWAY J 18 M WIDE
BEARING STRENGTH TAXIWAYS A, A1, B, D AND E PCR 651 / F / D / X / U
BEARING STRENGTH TAXIWAY B1 PCR 540 / F / B / X / T
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, B1, 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: WIDTH AND STRENGTH OF TAXIWAY B & TAXIWAY B1
TAXIWAY EDGE LIGHTS OF TAXIWAY B1
WIDTH OF TAXIWAY A1

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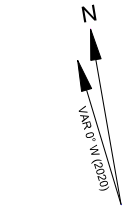
AIRCRAFT PARKING DOCKING CHART - ICAO

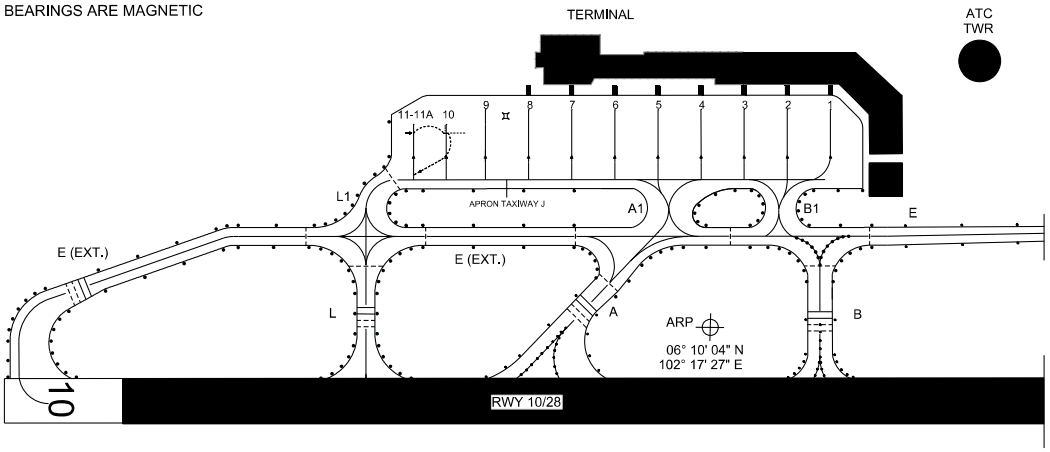
APRON ELEV
5 M

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

KOTA BHARU/ SULTAN ISMAIL PETRA AIRPORT

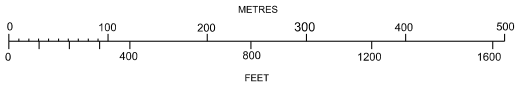


ANNUAL RATE OF CHANGE 1' 48" W
ELEVATIONS AND DIMENSIONS METRES
BEARINGS ARE MAGNETIC



TAXIWAY A 25 M WIDE
TAXIWAY A1 46 M WIDE
TAXIWAY B 18 M WIDE
TAXIWAY B1 32 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 B1 PCR 540 / F / B / X / T
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,B,B1,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
AIRACFT STANDS 1 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
1	6°10'10.60"N	102°17'33.63"E	PCR 643 / R / A / W / U	A20N/A21N , B38M/B738/B739, E290, AT75/AT76
2	6°10'10.83"N	102°17'32.23"E	PCR 643 / R / A / W / U	A20N/A21N , B38M/B738/B739, E290, AT75/AT76
3	6°10'11.07"N	102°17'30.84"E	PCR 643 / R / A / W / U	A20N/A21N , B38M/B738/B739
4	6°10'11.31"N	102°17'29.44"E	PCR 643 / R / A / W / U	A20N/A21N , B38M/B738/B739
5	6°10'11.54"N	102°17'28.05"E	PCR 643 / R / A / W / U	A20N/A21N , B38M/B738/B739
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	– – –

CHANGES: TAXIWAY CENTRE LINE LIGHTS AT INTERSECTION OF TAXIWAY B & TAXIWAY B1
AIRCRAFT PARKING STAND INFORMATION FOR BAY 1 TO 5
WIDTH AND STRENGTH OF TAXIWAY B & TAXIWAY B1
VDGS INFORMATION FROM BAY 1 TO 8
TAXIWAY EDGE LIGHTS OF TAXIWAY B1
WIDTH OF TAXIWAY A1

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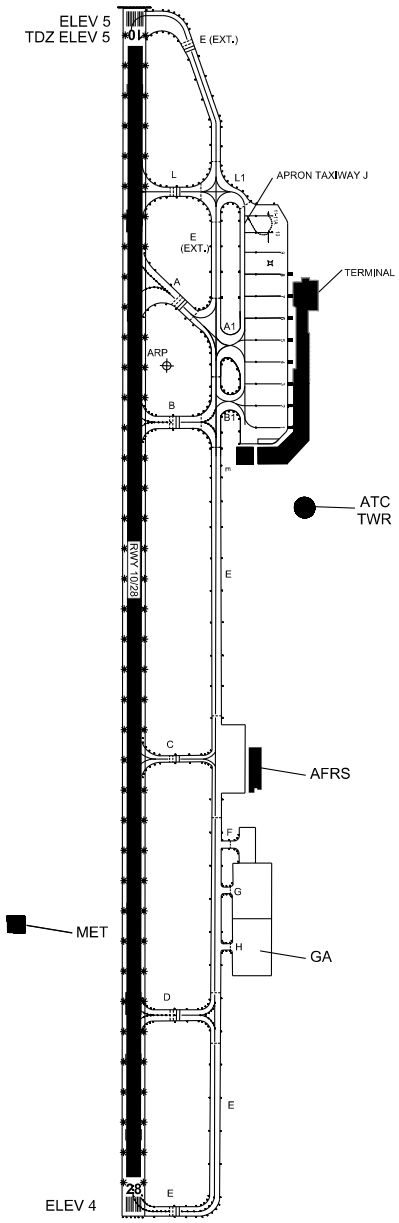
AERODROME GROUND MOVEMENT CHART - ICAO

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



VAR 0° W (2020)

N

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

TAXIWAY A 25 M WIDE
TAXIWAY A1 46 M WIDE
TAXIWAY B 18 M WIDE
TAXIWAY B1 32 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 TAXIWAYS B1 PCR 540 / F / B / X / T
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, B,B1,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
APRON TAXIWAY J FOR CODE C AIRCRAFT

METRES
300 0 500 1000
1000 0 1000 2000 3000
FEET

LEGEND	
CONCRETE STRUCTURE	
RUNWAY-HOLDING POSITION	
INTERMEDIATE HOLDING POSITION	
RUNWAY LIGHT	
TAXIWAY LIGHT	

CHANGES: TAXIWAY CENTRE LINE LIGHTS AT INTERSECTION OF TAXIWAY B & TAXIWAY B1
WIDTH AND STRENGTH OF TAXIWAY B & TAXIWAY B1
THRESHOLD AND WING BAR LIGHTS AT RUNWAY 10
TAXIWAY EDGE LIGHTS OF TAXIWAY B1
WIDTH OF TAXIWAY A1

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

WMKD AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	**Bay 1, Bay 2** and **Bay 3** Surface : Concrete (Rigid) Strength: PCR 539 / R / C / X / U
2	Taxiway width, surface and strength	Taxiway H Width: 23 m Surface: Asphalt (Flexible) Strength: PCR 448 / F / C / X / U
		Aircraft Stand Taxilane Width: 27 m Surface: Asphalt (Flexible) Strength: PCR 448 / F / C / X / U
		Main Taxiway Width: 15 m Surface: Asphalt (Flexible) Strength: PCR 253 / F / A / W / U
		Taxiway A Width: 16 m Surface: Concrete (Rigid) Strength: PCR 274 / R / A / W / U
		Taxiway B, D, F **and** G Width: 15 m Surface: Asphalt (Flexible) Strength: PCR 253 / F / A / W / U
		High Speed Taxiway A Width: 16 M Surface: Asphalt (Flexible) Strength: PCR 253 / F / A / W / U
		High Speed Taxiway C Width: 24 M Surface: Asphalt (Flexible) Strength: PCR 253 / F / A / W / U
		High Speed Taxiway E Width: 12 M Surface: Asphalt (Flexible) Strength: PCR 253 / F / A / W / U
		High Speed Taxiway G Width: 15 M Surface: Asphalt (Flexible) Strength: PCR 253 / F / A / W / U

3	Altimeter checkpoint location and elevation	Location: Main apron Elevation: 14 m (46 ft)
4	VOR checkpoints	NIL
5	INS checkpoints	At aircraft parking stands (See AD 2-WMKD-2-3)
6	Remarks	No Taxiway shoulder at Taxiways A, B, C, D, E, F and G.

WMKD AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing guidance signs at intersection with TWY and RWY and at holding positions. Guide lines at apron. Nose-in guidance at aircraft stands.
2	RWY and TWY markings and LGT	RWY : Designation, threshold, touchdown zone, centre line, aiming point, side stripe, transverse stripe and chevron markings. RWY LGT: Edge, threshold and runway end lights. Wing bar lights at RWY 36 only. TWY : Centre line, taxi side stripe, runway-holding position, transverse stripe and closed markings. TWY LGT: Edge lights.
3	Stop bars	NIL
4	Remarks	Pilot to exercise caution when taxing to holding position.

WMKD AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/ Designation	**OBST type**	**OBST position**	**ELEV/HGT**	**Marking/Type, colour, lighting (LGT)**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
WMKDOB001	TRANS Mast	034634.2N 1031238.0E	HGT 126FT (38M) AGL	LGTD	NIL
WMKDOB002	Aerial Mast	034426.2N 1030819.1E	HGT 150FT (46M)	NIL	Distance 4 NM from ARP.
WMKDOB003	Mast	034612.2N 1031247.0E	HGT 39.62FT	LGTD	NIL
WMKDOB004	Kuantan Floodlight	NIL	NIL	NIL	Erected west of airfield at new dispersal area (163 FT)
WMKDOB005	Telecommunication Mast	034917.5N 1031147.2E	HGT 425 FT AGL	NIL	Erected at Ladang Felda Sg. Panching Timur, Kuantan
WMKDOB006	Old Building	034629.1N 1031228.0E	133 FT / 75 FT	Painted red and white, LDGTD	NIL
WMKDOB007	Substation Northern Barrier	034711.1N 1031238.0E	NIL	NIL	NIL
WMKDOB008	Distance To Run Marker Board	NIL	63 FT / 5 FT	NIL	Located 22 m FM RWY edge on East side of RWY by interval of 304.8 m starting FM threshold.
WMKDOB009	Arrestor Barrier Bunker RWY 36	034545.2N 1031229E	64 FT / 6 FT	Painted red and white, not LGTD.	Position at 52 m FM RWY edge on both sides of RWY.

In Area 2					
OBST ID/ Designation	**OBST type**	**OBST position**	**ELEV/HGT**	**Marking/Type, colour, lighting (LGT)**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
WMKDOB010	Arrestor Barrier Bunker RWY 18	034718.3N 1031234E	64 FT / 6 FT	Painted red and white, not LGTD.	Position at 52 m FM RWY edge on both sides of RWY.
WMKDOB011	Arrestor Cable Bunker RWY 36	034602N 1031230.0E	64 FT / 6 FT	Painted red and white, not LGTD.	Position at 36 m FM RWY edge on both sides of RWY.
WMKDOB012	Arrestor Cable Bunker RWY 18	034701N 1031233.0E	64 FT/ 6 FT	Painted red and white, not LGTD.	Position at 36 m FM RWY edge on both sides of RWY.
WMKDOB013	WRVR Pole RWY 36	034557.7N 1031233.0E	88.2 FT / 30.2 FT	Painted red and white, LGTD.	Non-frangible.
WMKDOB014	Lighting Protection System	034545.2N 1031227.0E	84.2 FT / 26.2 FT	Painted red and white, LGTD.	Non-frangible.
WMKDOB015	Arrester Barrier Runway 18 Camera	034546N 1031231E	64.5 FT / 6.5 FT	NIL	NIL
WMKDOB016	Arrester Barrier Runway 36 Camera	034715.4N 1031236.0E	67.8 FT / 9.8 FT	NIL	NIL
WMKDOB017	Arrester Cable RWY 18 Camera	034701.9N 1031235.0E	64.5 FT / 6.5 FT	NIL	NIL
WMKDOB018	Arrester Cable Runway 36 Camera	034603.2N 1031232.1E	64.5 FT / 6.5 FT	NIL	NIL
WMKDOB019	Telecommunication Tower	034655.5N 1031054.3E	324.7 FT / 99 FT	NIL	NIL
WMKDOB020	GP Building with Antenna	034556.1N 1031234.1E	103 FT / 55 FT	NIL	NIL
WMKDOB021	WDI RWY 18	034702.1N 1031237.2E	15 M / 22 M AMSL	Marked and Lighted LIL,RED	NIL
WMKDOB022	WDI RWY 36	034558.8N 1031233.8E	16 M/ 24 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

WMKD AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	AMO KUANTAN
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	AMO KUANTAN H24 (0024 0606 1212 1818)
4	Trend forecast Interval of issuance	TREND Hourly
5	Briefing/consultation provided	Provided

6	Flight documentation Language(s) used	Charts, Tabular Form and Abbreviated Plain Language Text English
7	Charts and other information available for briefing or consultation	Flight Level Wind/Temp FL050, FL100, FL140, FL180, FL240, FL270, FL300, FL320, FL340, FL360, FL390, FL410, FL450 and FL530, SIG-WX, Volcanic Ash/Tropical Cyclone Advisory Bulletin, SIGMET, AIRMET, Aerodrome Warning, METAR Bulletin, TAFOR Bulletin, WMKD Take-Off Data, Area QNH for Kuala Lumpur FIR and Kota Kina-balu FIR,Radar and Satellite Pictures.
8	Supplementary equipment available for providing information	Aviation Self-Briefing Terminal - ABT (Internet)
9	ATS units provided with information	Kuantan APP/TWR
10	Additional information (limitation of service, etc.)	TEL: +609 - 5384216 Telefax:+609 - 5384673

WMKD AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designation RWY NR	TRUE BRG	Dimensions of RWY(M)	Strength (PCR) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
18	183.13°	2743 x 45	PCR 377 / F / A / W / U Asphalt (Flexible)	THR coordinates 034715.32N 1031234.65E RWY end coordinates 034546.15N 1031229.80E GUND +3 M	THR elevation: 55 FT
36	3.13°	2743 x 45	PCR 377 / F / A / W / U Asphalt (Flexible)	THR coordinates 034546.15N 1031229.80E RWY end coordinates 034715.32N 1031234.65E GUND +2.7 M	THR elevation: 52.5 FT TDZ elevation: 52.5 FT

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

WMKD AD 2.13 DECLARED DISTANCES

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

WMKD AD 2.14 APPROACH AND RUNWAY LIGHTING

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

WMKD AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and operational hours	ABN: Available on top of Control Tower, FLG Green and White 20 to 30 per minute. At night and poor visibility conditions. IBN: NIL
2	LDI location and LGT Anemometer location and LGT	LDI: NIL Anemometer: At wind-direction indicator (WDI) RWY 18: 400 M from THR on left side, 100M from RWY centreline and lighted. RWY 36: 395 M from THR on right side, 100 M from RWY centreline and lighted.
3	TWY edge and centre line lighting	TWY edge lights - Taxiway H TWY centre line lights - NIL
4	Secondary power supply/switch-over time	Secondary power supply to all AGL at AD. Switch-over time: Maximum 15 seconds
5	Remarks	NIL

WMKD AD 2.16 HELICOPTER LANDING AREA

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

WMKD AD 2.17 ATS AIRSPACE

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

WMKD AD 2.18 ATS COMMUNICATION FACILITIES

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

WMKD AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC	IKN	109.500 MHz	H24	034726.71N 1031235.19E	-	-
GP/DME		332.600 MHZ CH 32X		034556.16N 1031234.13E	-	G/P 3° ILS REF DATUM: 54FT
DVOR/TACAN	VKN	113.700 MHz CH 84X		034623.00N 1031240.00E	-	400 W

WMKD AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME/HELIPORT CHART - ICAO

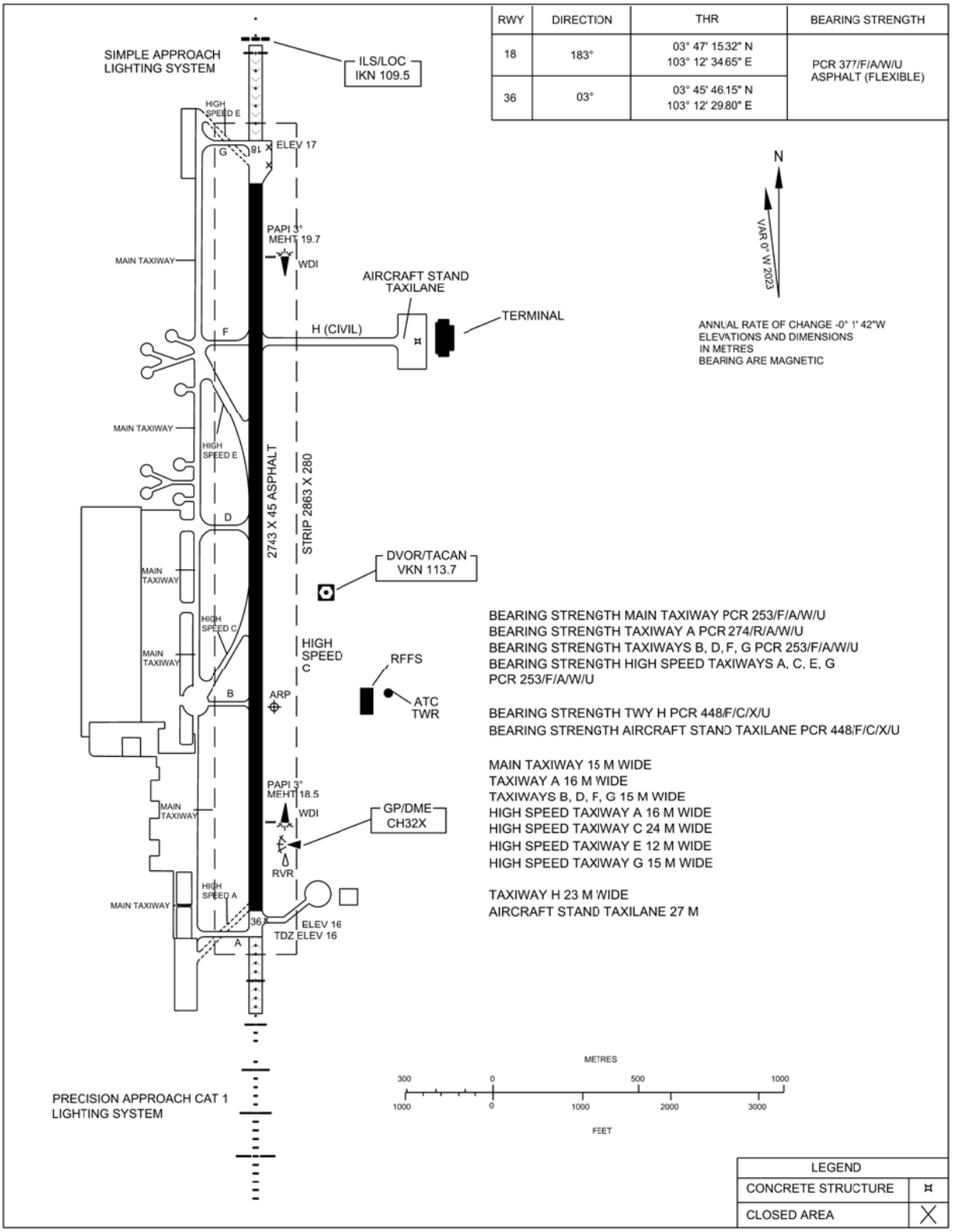
03° 46' 11" N
103° 12' 34" E

ELEV 17 M

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

KUANTAN/ SULTAN AHMAD SHAH

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



CHANGES: ADD INFORMATION TAXIWAYS
ADD CLOSED AREA

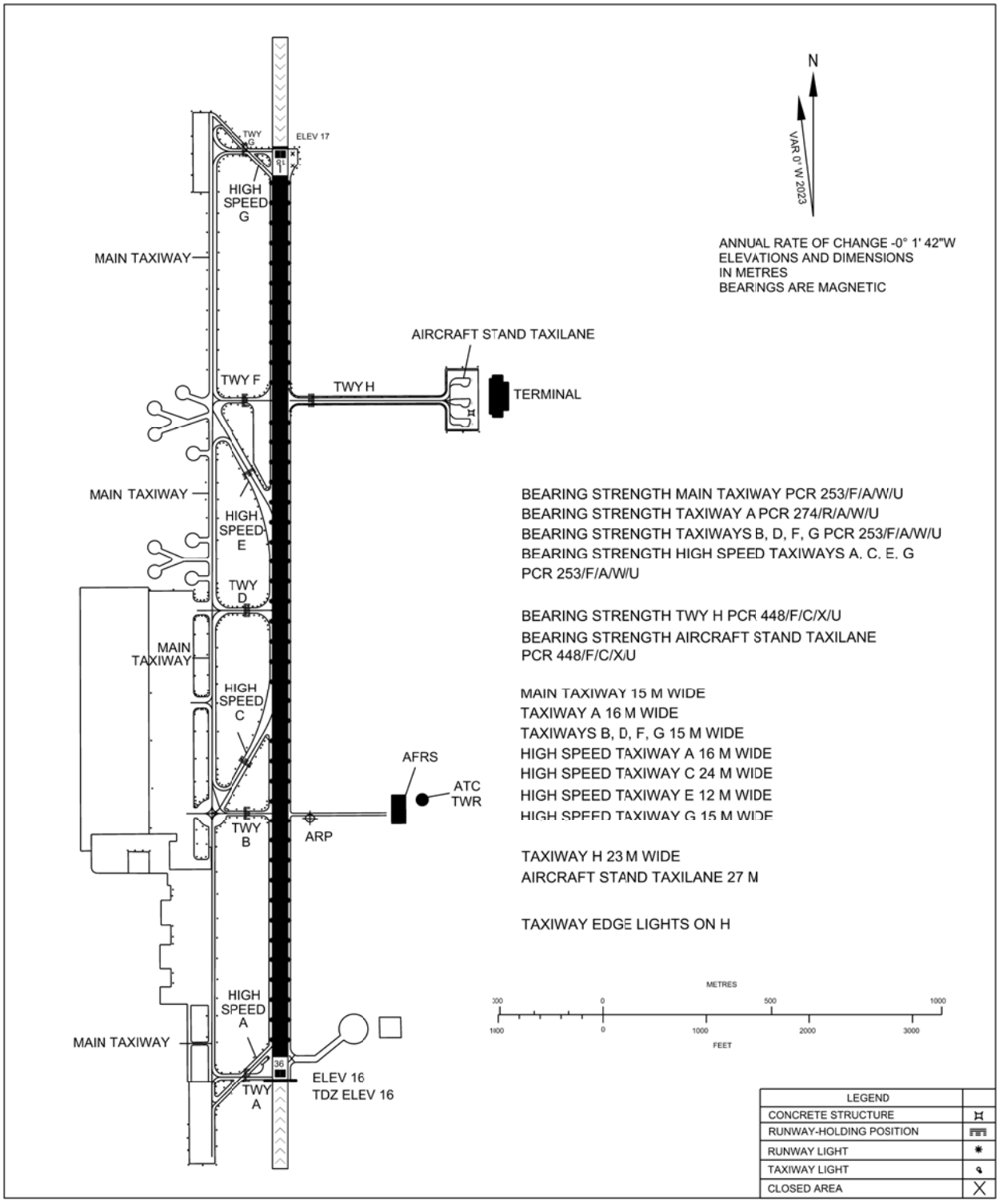
INTENTIONALLY BLANK

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV
14 M

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

KUANTAN/ SULTAN AHMAD SHAH



CHANGES: ADD INFORMATION TAXIWAYS
ADD CLOSED AREA

INTENTIONALLY BLANK

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 Fuel Capacity: 230000 L
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) Ultra Large Foam Tender : 1 unit
3	Capability for removal of disabled aircraft	With arrangement by the respective airline and ground handler. a. Largest aircraft ATR-72 600
4	Remarks	NIL

WMKE AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	**Helicopter Apron** Surface: Concrete Strength: PCR 499 / R / C / W / T **General Aviation Apron** Surface : Asphalt (Flexible) Strength :PCR 552 / F / C / W / T
2	Taxiway width, surface and strength	**Taxiway:A** Width: 22 M Surface: Asphalt (Flexible) Strength: PCR 552 / F / B / X / T **Taxiway: B** Width: 30M Surface:Asphalt (Flexible) Strength: PCR 552 / F / B / X / T **Taxiway: C** Width: 15M Surface:Asphalt (Flexible) Strength: PCR 552 / F / B / X / T **Taxiway:D** Width: 15M Surface:Asphalt (Flexible) Strength: PCR 552 / F / B / X / T **Taxiway:F** Width: 20M Surface:Asphalt (Flexible) Strength: PCR 552 / F / B / X / T
3	Altimeter checkpoint location and elevation	Location: Helicopter Apron Elevation: 4 m Location: General Aviation Apron Elevation: 5 m
4	VOR checkpoints	NIL
5	INS checkpoints	At aircraft parking stand BAY 1 - 043230.21N 1032539.35E BAY 2 - 043231.30N 1032539.01E BAY 3 - 043232.39N 1032538.66E BAY 4 - 043233.47N 1032538.33E BAY 5 - 043230.75N 1032541.07E BAY 6 - 043231.80N 1032540.72E BAY 7 - 043233.44N 1032540.22E BAY 8 - 043234.79N 1032539.80E BAY 12 - 043235.35N 1032541.59E BAY GA 1 - 043226.31N 1032539.90E BAY GA 2 - 043224.29N 1032540.53E
6	Remarks	Turn Pad at THR RWY 34. TWY D and E is restricted to EC225 helicopter or smaller aircraft.

WMKE AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing guidance signs at all intersections with TWY & RWY and at all RWY Holding Positions. Yellow taxiing guide lines at Apron. Nose wheel guidance lines for all parking bays.
2	RWY and TWY markings and LGT	RWY Marking: Designation numbers,THR, Side Stripe, TDZ, Aiming Point, Centreline Marking, Turn Pad RWY 34, Transverse Marking. RWY LGT: Side Stripe Lights, THR Lights, RWY End Lights, Turn Pad Lights. TWY Marking: Centreline, Taxi Side Stripe, Runway Holding Position Markings. TWY LGT: Centreline Lights, Side Stripe Lights.
3	Stop bars	NIL
4	Remarks	NIL

WMKE AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/ Designation	**OBST type**	**OBST position**	**ELEV/HGT**	**Marking/Type, colour, lighting (LGT)**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
WMKEOB001	ILS/LOC	043236N 1032524E	HGT 2.85 M	NIL	Antenna RWY 34 DIST140 M FM THR RWY 16
WMKEOB002	GP/DME	043206N 1032542E	HGT 15 M	NIL	Antenna RWY 34
WMKEOB003	HILL	043436N 1032230E	HGT 1175 FT	NIL	Bukit Rambai Daun BRG 307.2°, DIST 3.93 NM FM ARP
WMKEOB004	HILL	043012N 1032454E	HGT 1107 FT	NIL	Bukit Mempusi BRG 201.7°, DIST 2.25 NM FM ARP
WMKEOB005	HILL	043100N 1032448E	HGT 700FT	NIL	BRG 217.5°, DIST 1.53 NM FM ARP
WMKEOB006	HILL	043148N 1032448E	HGT 559FT	NIL	BRG 250.7°, DIST 1.01 NM FM ARP
WMKEOB007	HILL	043224N 1032448E	HGT 346 FT	NIL	Bukit G.nibong BRG 278.6°, DIST 0.95 NM FM ARP
WMKEOB008	HILL	043142N 1032754E	HGT 1154 FT	NIL	Bukit Labuhan RG 104.7°, DIST 2.29 NM FM ARP
WMKEOB009	HILL	043200N 1032642E	HGT 313 FT	NIL	Bukit Tiong BRG 102.6°, DIST 1.14 NM FM ARP
WMKEOB010	HILL	043254N 1032642E	HGT 362 FT	NIL	Bukit Lusi BRG 061.3°, DIST 1.30 NM FM ARP
WMKEOB011	HILL	042718N 1032554E	HGT 743 FT	NIL	Bukit Palus BRG 177°, DIST 4.95 NM FM ARP

In Area 2					
OBST ID/ Designation	**OBST type**	**OBST position**	**ELEV/HGT**	**Marking/Type, colour, lighting (LGT)**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
WMKEOB012	HILL	042442N 1032554E	HGT 630 FT	NIL	Bukit Harimau Menangis BRG 179°, DIST 7.38 NM FM ARP
WMKEOB013	HILL	042836N 1032206E	HGT 1852 FT	NIL	Bukit Kundur BRG 224°, DIST 4.99 NM FM ARP
WMKEOB014	HILL	042818N 1031724E	HGT 2064 FT	NIL	Bukit Patang BRG 244°, DIST 9.17 NM FM ARP
WMKEOB015	HILL	042854N 1031718E	HGT 1981 FT	NIL	Bukit Mandi Angin BRG 249°, DIST 9.04 NM FM ARP
WMKEOB016	HILL	043348N 1031730E	HGT 1201 FT	NIL	Bukit Maninjau BRG 281°, DIST 8.34 NM FM ARP
WMKEOB017	HILL	043730N 1032430E	HGT 647 FT	NIL	Bukit Mak Budu BRG 348°, DIST 5.30 NM FM ARP
WMKEOB018	HILL	044148N 1032454E	HGT 1550 FT	NIL	Bukit Bauk BRG 354°, DIST 9.48 NM FM ARP
WMKEOB019	TELECOM TWR	042500N 1032554E	HGT 209 FT	NIL	NIL
WMKEOB020	TELECOM TWR	042542N 1032706E	HGT 219 FT	NIL	NIL
WMKEOB021	TELECOM TWR	042742N 1032630E	HGT 164 FT	NIL	NIL
WMKEOB022	TELECOM TWR	043712N 1032548E	HGT 164 FT	NIL	NIL
WMKEOB023	TELECOM TWR	043542N 1032648E	HGT 164 FT	NIL	NIL
WMKEOB024	TELECOM TWR	043048N 1032630E	HGT 164 FT	NIL	NIL
WMKEOB025	TELECOM TWR	043442N 1032718E	HGT 171 FT	NIL	NIL
WMKEOB026	TELECOM TWR	043736N 1032612E	HGT 171 FT	NIL	NIL
WMKEOB027	TELECOM TWR	043706N 1032548E	HGT 171 FT	NIL	NIL
WMKEOB028	TELECOM TWR	042054N 1032842E	HGT 157 FT	NIL	NIL
WMKEOB029	TELECOM TWR	042500N 1032554E	HGT 197 FT	NIL	NIL
WMKEOB030	TELECOM TWR	043448N 1032712E	HGT 164 FT	NIL	NIL
WMKEOB031	TELECOM TWR	043912N 1032218E	HGT 249 FT	NIL	NIL

In Area 2					
OBST ID/ Designation	**OBST type**	**OBST position**	**ELEV/HGT**	**Marking/Type, colour, lighting (LGT)**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
WMKEOB032	TELECOM TWR	044218N 1032630E	HGT 98 FT	NIL	NIL
WMKEOB033	TELECOM TWR	042754N 1032630E	HGT 226 FT	NIL	NIL
WMKEOB034	TELECOM TWR	043654N 1032648E	HGT 213 FT	NIL	NIL
WMKEOB035	TELECOM TWR	043024N 1032642E	HGT 118 FT	NIL	NIL
WMKEOB036	TELECOM TWR	043048N 1032648E	HGT 105 FT	NIL	NIL
WMKEOB037	TELECOM TWR	043024N 1032642E	HGT 112 FT	NIL	NIL
WMKEOB038	TELECOM TWR	043024N 1032642E	HGT 151 FT	NIL	NIL
WMKEOB039	TELECOM TWR	043454N 1032736E	HGT 157 FT	NIL	NIL
WMKEOB040	TELECOM TWR	043818N 1032548E	HGT 164 FT	NIL	NIL
WMKEOB041	TELECOM TWR	043718N 1032548E	HGT 197 FT	NIL	NIL
WMKEOB042	TELECOM TWR	043442N 1032648E	HGT 197 FT	NIL	NIL
WMKEOB043	TELECOM TWR	043448N 1032642E	HGT 102 FT	NIL	NIL
WMKEOB044	TELECOM TWR	043524N 1032654E	HGT 167 FT	NIL	NIL
WMKEOB045	TELECOM TWR	043518N 1032654E	HGT 200 FT	NIL	NIL
WMKEOB046	TELECOM TWR	042800N 1032423E	HGT 83.06 M	NIL	Lot 1667, Kerteh
WMKEOB047	TELECOM TWR	043225N 1032731E	HGT 61.59 M	NIL	Lot 163, Kerteh
WMKEOB048	TELECOM TWR	042434N 1032450E	HGT 100.41 M	NIL	Lot 2402, Kerteh
WMKEOB049	TELECOM TWR	041900N 1032939E	HGT 70.96 M	NIL	Lot 4328, Kemaman
WMKEOB050	TELECOM TWR	042435N 1031550E	HGT 113.39 M	NIL	Lot 28, Dungun
WMKEOB051	TELECOM TWR	043818N 1032616E	HGT 47 M	NIL	Lot 167, Paka
WMKEOB052	TELECOM TWR	044641N 1032526E	HGT 50.64 M	NIL	Lot 164, Dungun
WMKEOB053	TELECOM TWR	043510N 1032656E	HGT 86.72 M	NIL	Lot 8972, Kerteh
WMKEOB054	TELECOM TWR	043432N 1032654E	HGT 35.77 M	NIL	Lot 3452, Kerteh

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
0%	NIL	NIL	1467 x 300	NIL	Locked wheel turn is notallowed on the RWY. RESA: 90 m X 60 m
0%	NIL	NIL	1467 x 300	NIL	

WMKE AD 2.13 DECLARED DISTANCES

RWY Designator	FROM	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6	7
16	TWY A	1347	1347	1347	1347	NIL
	TWY B	1076	1076	1076	NIL	NIL
34	TWY A	1347	1347	1347	1347	NIL
	TWY B	1076	1076	1076	NIL	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
34	CAT1 900M LIH	Green	PAPI LEFT Slope 3° 11.175M	NIL	NIL	1347, 58.56 M White: 0 - 888.48 M Yellow 458.52 M - 1347 M LIH	Red	NIL	NIL

WMKE AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

WMKE AD 2.16 HELICOPTER LANDING AREA

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

WMKE AD 2.17 ATS AIRSPACE

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

WMKE AD 2.18 ATS COMMUNICATION FACILITIES

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

WMKE AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC	IKE	108.700 MHz	H24	043239.6N 1032528.2E	NIL	Elevation of LOC antenna : 6.610M
GP/DME	-	330.500 MHz CH 24X		043203.8N 1032543.5E	NIL	Elevation of GP Antenna : 20.43M
DVOR/DME	VKP	113.300 MHz 80X		043157.9N 1032548.4E	11.65M	Power: 100W Coverage 200NM DME not available between radial 044 till radial 054 from 8NM onwards at 3000FT and below.

WMKE AD 2.20 LOCAL TRAFFIC REGULATIONS

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

WMKE AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

WMKE AD 2.22 FLIGHT PROCEDURES

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

2.22.1 Visibility Condition And Aerodrome Operating Minima

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

Visibility Condition 1 -
*Horizontal visibility sufficient for pilot to taxi and to avoid collison with other traffic on the taxiways and at intersections by visual reference, and for personnel of air traffic control units to exercise control over all traffic on the basic of visual surveillance and

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

2.22.1.2 Aerodrome operations will be temporarily closed if the visibility fall below 800 m or 550 m RVR

WMKE AD 2.23 ADDITIONAL INFORMATION

2.23.1 Bird Concentration In The Vicinity Of The Airport.

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

2.23.1.2 ARRIVAL ROUTES/GATES FOR HELICOPTER

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

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

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

WMKE AD 2.24 CHARTS RELATED TO AN AERODROME

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

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

WMKI AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing guidance signs at intersection with TWY and RWY and at RWY Holding positions. Yellow taxiing guide lines at apron. Nose wheel guidance lines for all parking bays.
2	RWY and TWY markings and LGT	RWY : Designation, side stripe, transverse stripe, centre line and runway turn pad markings. Threshold, touchdown zone, aiming point and arrows markings for RWY 04 only. RWY LGT : Edge lights and runway end lights. Threshold lights for RWY04 only. TWY : Centre line, taxi side stripe, runway-holding position and intermediate holding position markings. TWY LGT: Centre line, on an exit taxiway and edge lights.
3	Stop bars	NIL
4	Remarks	NIL

WMKI AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/ Designation	**OBST type**	**OBST position**	**ELEV/HGT**	**Marking/Type, colour, lighting (LGT)**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
WMKIOB001	GP/DME ANTENNA	043347.37N 1010522.69E	50.3 M AMSL	Marked, LGTD	
WMKIOB002	BUILDING	043244N 1010416E	73.5 M AMSL	LGTD	BRG 223°/3.2KM from ARP
WMKIOB003	TELECOM TWR	043058N 1010204E	135 M AMSL	Marked, LGTD	At Lahat BRG 228°/8 KM from ARP.
WMKIOB004	TURF CLUB BUILDING	043532N 1010558E	106 M AMSL	Marked, LGTD	BRG 016°/2.6 KM from ARP.
WMKIOB005	TELECOM TWR	043542N 1010456E	146 M AMSL	Marked, LGTD	At Ipoh BRG 337°/3 KM from ARP.
WMKIOB006	TELECOM TWR	043536N 1010055E	925 M AMSL	LGTD at night	On Kledang Hill (Upper) BRG 287°/9KM from ARP.
WMKIOB007	TWO AERIAL TV	043525N 1010038E	868 M AMSL	LGTD at night	On Kledang Hill (Lower) BRG 284°/9.5KM from ARP.
WMKIOB008	IPOH CITY AND COUNTRY CLUB	043451N 1010607E	66 M AMSL	LGTD	BRG 037°/1.6KM from ARP.
WMKIOB009	FLOOD LIGHT POLE	043346.2N 1010523.5E	DIST 77 M AMSL	NIL	BRG 207° from ARP.
WMKIOB010	FLOOD LIGHT POLE	043404.8N 1010546.8E	DIST 101 M AMSL	NIL	BRG 207° from ARP.
WMKIOB011	FLOOD LIGHT POLE	043407.0N 1010547.0E	DIST 95 M AMSL	NIL	BRG 099° from ARP.
WMKIOB012	HANGAR	043353.7N 1010530.4E	DIST 80 M AMSL	NIL	BRG 197° from ARP.

		Taxiway Intersection C3 **&** C4 Width : 28 m Surface : Asphalt (Flexible) Strength : PCR 448 / F / C / W / U	**Taxiway Intersection C6** Width : 41 m Surface : Asphalt (Flexible) Strength : PCR 448 / F / C / W / U
		Taxiway Intersection C7 & C8 Width : 36 m Surface : Asphalt (Flexible) Strength : PCR 448 / F / C / W / U	**Apron Taxiway** E, L Width : 24 m Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 540 / R / C / W / U PCR 448 / F / C / W / U
		Taxiway Intersection D13 Width : 32 m Surface : Asphalt (Flexible) Strength : PCR 448 / F / C / W / U	**Taxiway Intersection E1, E2** Width : 39 m Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 540 / R / C / W / U PCR 448 / F / C / W / U
		Taxiway Intersection E4 Width : 39 m Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 518 / R / C / W / U PCR 427 / F / C / W / U	**Taxiway Intersection E5** Width : 24 m Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 518 / R / C / W / U PCR 427 / F / C / W / U
		Apron Taxiway K Width : 25 m Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 540 / R / C / W / U PCR 448 / F / C / W / U	**Apron Taxiway M** Width : 25 m Surface : Concrete (Rigid) Strength : PCR 540 / R / C / W / U
		Apron Taxiway M2 Width : 25 m Surface : Asphalt (Flexible) Strength : PCR 2420 / F / B / X / T	**Taxiway Intersection N1** Width : 50 m Surface : Asphalt (Flexible) Strength : PCR 448 / F / C / W / U
		Taxiway Intersection N2 Width : 35 m Surface : Asphalt (Flexible) Strength : PCR 448 / F / C / W / U	**Taxiway Intersection P1 & P2** Width : 25 m Surface : Concrete (Rigid) Strength : PCR 518 / R / C / W / U
		Taxiway P (Code C) & Q (Code C) Width : 18 m Surface : Asphalt (Flexible) Strength : PCR 445 / F / D / X / U	**Apron Taxiway S1** Width : 25 m Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 540 / R / C / W / U PCR 448 / F / C / W / U
		Apron Taxiway S2 Width : 34 m Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 540 / R / C / W / U PCR 448 / F / C / W / U	**Apron Taxiway S3** Width : 23 m Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 540 / R / C / W / U PCR 448 / F / C / W / U
		Apron Taxiway S4 Width : 36 m Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 540 / R / C / W / U PCR 448 / F / C / W / U	**Apron Taxiway S5** Width : 23 m Surface : Asphalt (Flexible) Strength : PCR 448 / F / C / W / U

		Apron Taxiway S6, T6 Width : 24 m Surface : Asphalt (Flexible) Strength : PCR 448 / F / C / W / U	**Apron Taxiway S7** Width : 23 m Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 540 / R / C / W / U PCR 448 / F / C / W / U
		Apron Taxiway S8 Width : 45 m Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 540 / R / C / W / U PCR 448 / F / C / W / U	**Apron Taxiway S9** Width : 26 m Surface : Concrete (Rigid) Strength : PCR 540 / R / C / W / U
		Apron Taxiway S10 Width : 43 m Surface : Concrete (Rigid) Strength : PCR 540 / R / C / W / U	**Aircraft Stand Taxilane T1, T8, T9** Width : 18 m Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 540 / R / C / W / U PCR 448 / F / C / W / U
		Apron Taxiway T2 & T7 Width : 23 m Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 540 / R / C / W / U PCR 448 / F / C / W / U	**Apron Taxiway T3** Width : 29 m Surface : Asphalt (Flexible) Strength : PCR 448 / F / C / W / U
		Apron Taxiway T4 Width : 32 m Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 540 / R / C / W / U PCR 448 / F / C / W / U	**Apron Taxiway T5** Width : 30 m Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 540 / R / C / W / U PCR 448 / F / C / W / U
		Aircraft Stand Taxilane T12 Width : 18 m Surface : Concrete (Rigid) Strength : PCR 540 / R / C / W / U	**Apron Taxiway T13** Width : 26 m Surface : Concrete (Rigid) Strength : PCR 540 / R / C / W / U
		Apron Taxiway U3 & U4 **Aircraft Stand Taxilane U1, U2, U8, U9** **Taxiway Intersection U3A, U3B, U3C, U3D, U3E, U3F, Q1, Q2, Q3, Q4** Width : 18 m Surface : Asphalt (Flexible) Strength : PCR 445 / F / D / X / U	**Taxiway U6, Apron Taxiway U5** **Taxiway Intersection U5A, U5B, U5C, U5D, P (Code E & F), Q (Code E & F)** Width : 25 m Surface : Asphalt (Flexible) Strength : PCR 805 / F / D / X / U
		Aircraft Stand Taxilane U7 Width : 61 m Surface : Asphalt (Flexible) Strength : PCR 805 / F / D / X / U	**Taxiway Intersection Y1 &Y9** Width : 31 m Surface : Concrete (Rigid) Strength : PCR 518 / R / C / W / U
		Taxiway Intersection Y2 & Y8 Width : 35 m Surface : Concrete (Rigid) Strength : PCR 518 / R / C / W / U	**Taxiway Intersection Y3, Y4, Y5** Width : 35 m Surface : Asphalt (Flexible) Strength : PCR 445 / F / D / X / U
		Taxiway Intersection Y6 & Y7 Width : 34 m Surface : Asphalt (Flexible) Strength : PCR 445 / F / D / X / U	**Taxiway Intersection Z1** Width : 33 m Surface : Asphalt (Flexible) Strength : PCR 445 / F / D / X / U

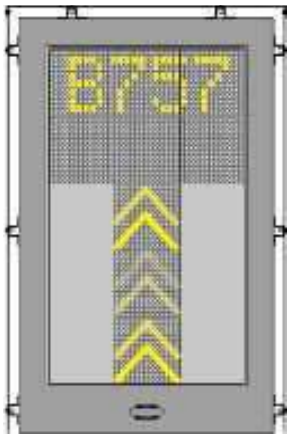
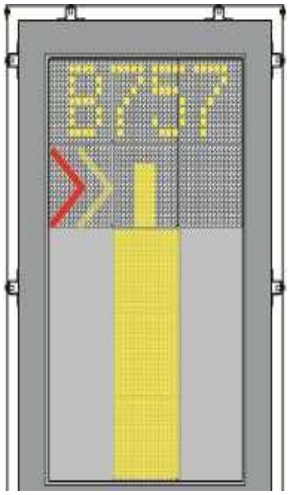
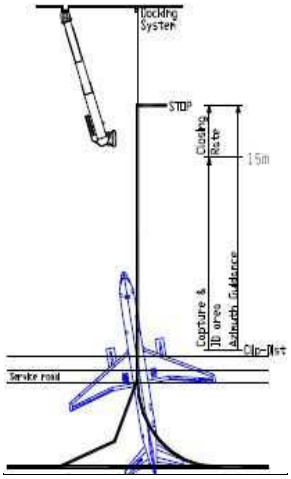
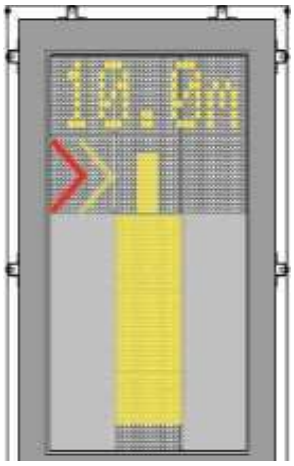
		Taxiway Intersection Z2, Z3, Z4, Z5, Z6, Z7, Z8 Width : 40 m Surface : Asphalt (Flexible) Strength : PCR 445 / F / D / X / U	**Taxiway Intersection P3, P4, Q5, Q6, Q7, Taxiway Y & Taxiway Z** Width : 25 m Surface : Asphalt (Flexible) Strength : PCR 445 / F / D / X / U
3	Altimeter checkpoint location and elevation	**Location**	**Elevation**
		KLIA Terminal 1 (T1)	21 m
		KLIA Terminal 2 (T2)	10 m
4	VOR checkpoints	NIL	
5	INS checkpoints	At aircraft parking stands (See AD 2-WMKK-2-7 until AD 2-WMKK-2-14 and WMKK-2-15 until AD 2-WMKK-2-18)	
6	Remarks	1. Pilots are advised of heavy vehicle crossing on TWY U5 and U6.	

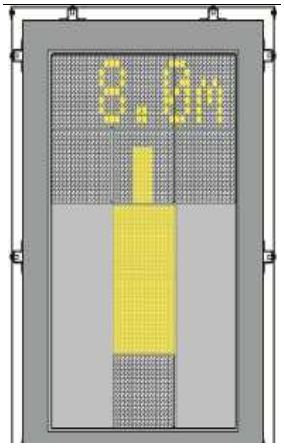
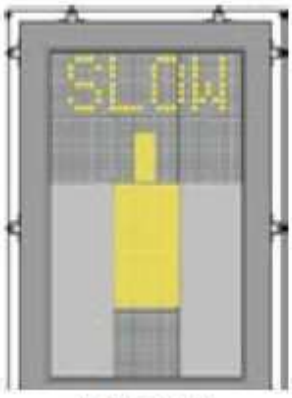
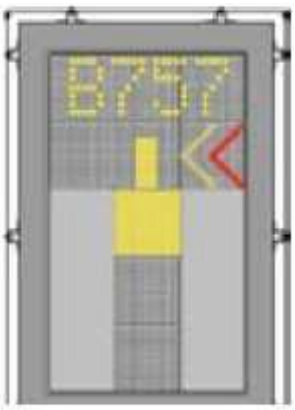
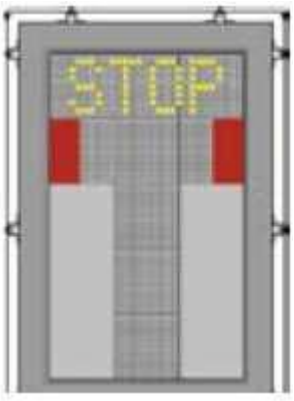
WMKK AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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

WMKK AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		3
RWY NR/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
14R/APCH 32L/TKOF	LOC ANTENNAS: 19.83 M Red/Red obstruction lights	024443.7N 1014147.4E	GP AERIAL 27.8 M Red/white Red obstruction lights	024425.6N 1014154.8E	NIL
	TELECOMMUNICATION TOWER 1 : 202.76 FT AMSL Marked and lighted	024552.1N 1014151.9E	WDI 23 M Marked and lighted	024432.1N 1014158.9E	
	TELECOMMUNICATION TOWER 2 : 202.76FT AMSL Marked and lighted	024550.0N 1014151.2E			
32L/APCH 14R/TKOF	LOC ANTENNAS 15.46 M Red/Red obstruction lights	024241.22N 1014309.48E	GP AERIAL 26.63 M Red/white Red obstruction lights	024253.83N 1014256.54E	NIL
	AWOS NO.7 22.3 M	024254.7N 1014255.5E	WDI 21.0 M Marked and lighted	024255.8N 1014255.7E	
	AWOS NO.8 22.1 M	024339.7N 1014225.6E	HILL - BUKIT LADA 110.048M AMSL Red obstruction lights	024232.7N 1014356.6E	
	AWOS NO.9 23.5 M	024424.2N 1014155.8E	HILL - BUKIT SUNGAI LANAU 100.890 M AMSL Red obstruction lights	024158.1N 1014304.7E	
			POWER PLANT - 15KM South of THR RWY 32 525FT AMSL Marked and lighted at night.	023524.6N 1014327.9E	
14L/APCH 32R/TKOF	LOC ANTENNAS 19.23 M Red/Red obstruction lights	024648.7N 1014202.5E	GP AERIAL 29.60 M Red/white Red obstruction lights	024636.6N 1014215.3E	NIL
	AWOS NO.2 24.9 M	024635.0N 1014216.4E	WDI 24 M Marked and lighted	024634.9N 1014215.7E	
	AWOS NO.3 25.3 M	024550.5N 1014245.7E	CONTROL TOWER 141.45 M Red obstruction lights	024525.5N 1014208.8E	
	AWOS NO.4 27.6 M	024506.0N 1014316.1E	RADAR SENSOR 69.8 M Red obstruction lights	024630.0N 1014124.0E	
	TELECOMMUNICATION TOWER 1: 202.76 FT AMSL Marked and lighted	024552.1N 1014151.9E			
	TELECOMMUNICATION TOWER 2 : 202.76 FT AMSL Marked and lighted	024550.0N 1014151.2E			

DESCRIPTION	PILOT VIEW	PILOT INSRUCTION
IDENTIFICATION The system is activated and in Active mode, scanning for an approaching aircraft and this is indicated by floating arrows. **WARNING! THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE, UNLESS THE ARROWS HAVE BEEN SUPERSEDED BY THE CLOSING RATE BAR.** *Instructions to Operators:* • *Check that the correct aircraft type is displayed on the Pilot Display. The lead-in line is to be followed.* ***Note:** If the Safedock system is still in Active mode when the aircraft nose reaches the Passenger Boarding Bridge cab,* ***Note:** press the Emergency-Stop button immediately!*		Pilot /aircraft allow to enter the centre line.
TRACKING The system has captured the aircraft and is actively tracking and verifying it. The floating arrows are replaced by a yellow centre line indicator and floating arrow. • A flashing red and/or yellow arrow indicates the direction to turn for azimuth guidance. • The yellow arrow indicates the aircraft position in relation to the centre line. • The centre line “distance-to-go” indicator changes from floating arrows to a filled closing-rate bar. The closing-rate bar shrinks as the aircraft nears its configured stop position. *Instructions to Operators:* • *Check that the correct aircraft type is displayed on the Pilot Display. When the selected and the verified aircraft type match, the message IDENTIFIED appears on the Operator* Panel display.		Arrow indicated the aircraft a bit on left side and pilot to turn right and make sure no arrow indicated on the left or right. 
CLOSING RATE The closing rate is the final countdown from a specific distance to the stop-position. A yellow vertical closing rate bar/centreline indicator appears, optionally with a digital countdown indication, depending on the configuration. The closing rate bar showing the distance from stop-position consists of a number of rows representing the remaining distance to go. Each row turns off in steps, beginning 15M from the stop-position as the aircraft approaches, illustrating a shrinking bar from the bottom. As the last row turns off, less than the interval for one row remains until the message **STOP** appears. A digital countdown (option) shows the distance to stop numerically, with intervals depending on the configuration requirements. The image example illustrates the aircraft in the closing rate distance from stop-position, slightly left of the centre line. The red arrow indicates the direction to steer.		Arrow indicated the aircraft a bit on left side and pilot to turn right and make sure no arrow indicated on the left or right.

DESCRIPTION	PILOT VIEW	PILOT INSRUCTION
ALIGN TO CENTRE LINE The aircraft is at the displayed distance from the stop-position. The absence of any direction arrow indicates an aircraft on the centre line.		Aircraft on the centre line and Pilot must ensure the aircraft remain on the centre line until the stop position.
SLOW DOWN (DECREASE SPEED) The Safedock system is configured with a slowdown active zone. The limit speed for slow down indication is configurable per aircraft type in the 0 - 10M range from the stop-position, with a default setting of 2m/s. The limits further out are fixed: 10 - 20M 3m/s; more than 20M 4m/s. ***Note:*** *A speed of 2m/s is approximately 7km/h, 4 mph or 3 knots. If the aircraft is approaching faster than the accepted speed, the system will show* ***SLOW*** *as a warning to the pilots.*		Pilot to decrease the aircraft speed.
AZIMUTH GUIDANCE The aircraft is at the displayed distance from the stop-position. If the aircraft is not aligned to centre, a yellow arrow indicates an aircraft's position to the centre line, and a red flashing arrow indicates the direction to turn.		Pilot to turn a bit left until no indicated red flashing arrow. Pilot to ensure aircraft is slower before reach the stop position.
STOP POSITION REACHED When the correct stop-position is reached, the Pilot Display will show **STOP** with a red border or with red lights. If the aircraft is found standing still but has not reached the intended stop-position, a **Stop Short** condition occurs.		Pilot to ensure aircraft stop at the stop position.

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.

2.23.1.2 Pilots shall report any suspected or confirmed wildlife strike to Air Traffic Control (ATC) as soon as practicable. The report shall be made immediately via radiotelephony when operationally feasible or after landing if in-flight reporting is not possible.

2.23.2. Touch And Go Landings

2.23.2.1 Touch and go landings are not permitted.

WMKK AD 2.24 CHARTS RELATED TO AN AERODROME

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AERODROME/HELIPORT CHART - ICAO

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

RWY 15/33	
TWR	119.800
GND	118.050

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

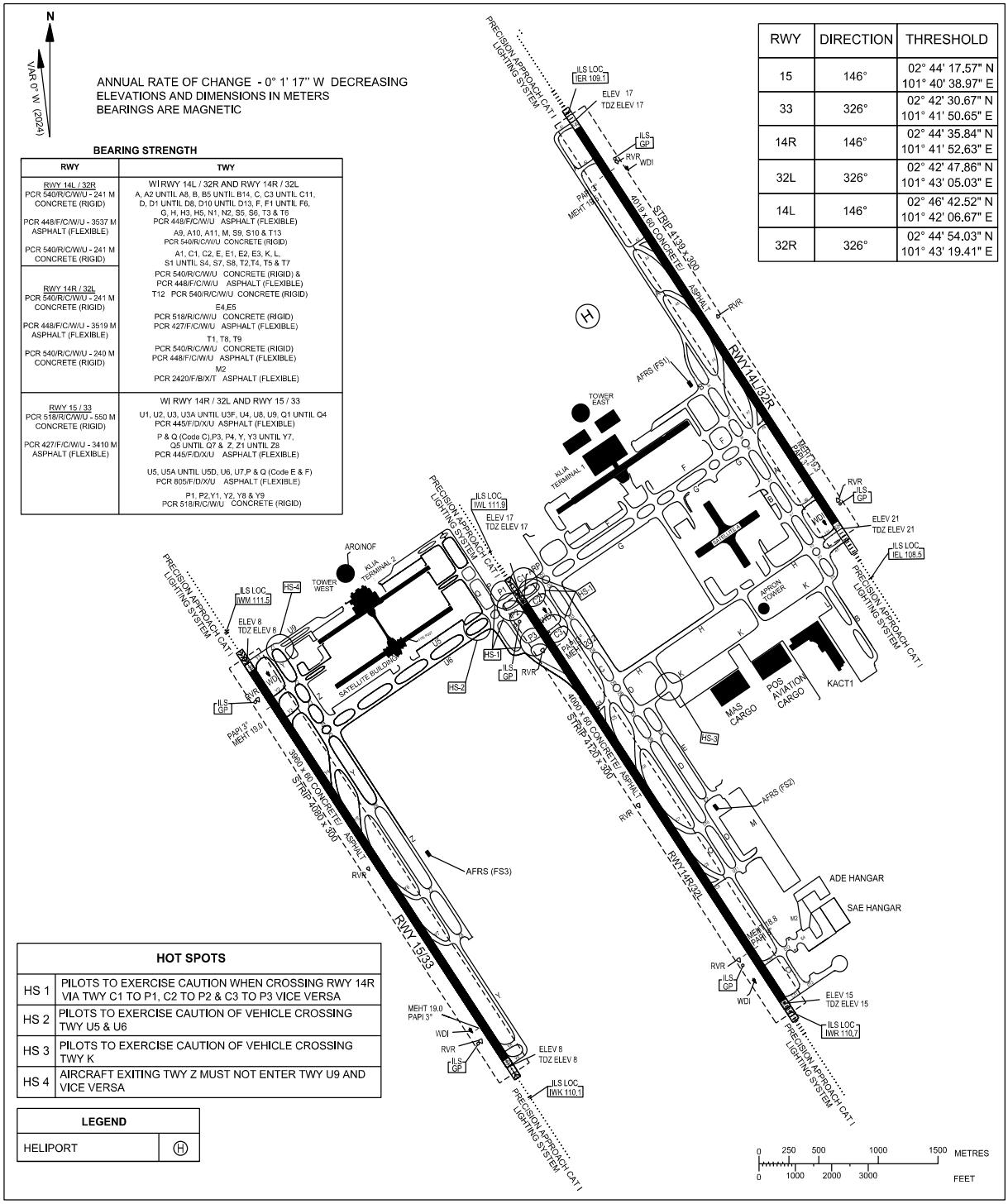
RWY 14L/32R	
TWR	118.800
GND	121.650

APRON WEST
121.725
122.550
130.750

APRON EAST
122.150
122.850
122.275
123.250

ACD
126.0
128.15

SEPANG/ KL INTERNATIONAL AIRPORT



CHANGES: UPDATE TWY M2 & BEARING STRENGTH

INTENTIONALLY BLANK

AERODROME GROUND LIGHTING CHARTS - ICAO

APRON ELEV
EAST 21 M
WEST 10 M

RWY 14L/32R	
TWR	118.800
GND	121.650

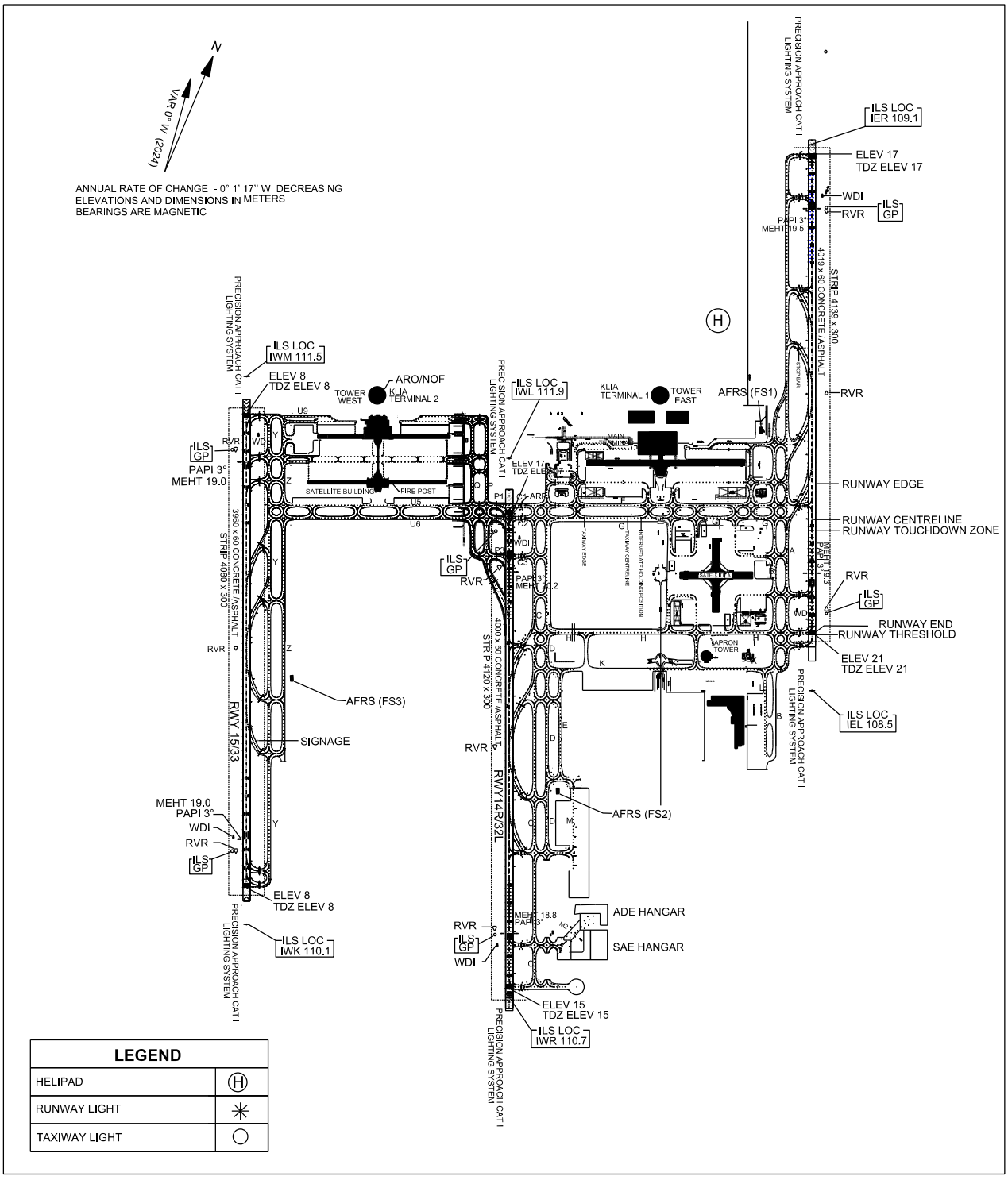
RWY 14R/32L	
TWR	118.500
GND	121.800
GND	122.525

RWY 15/33	
TWR	119.800
GND	118.050

GROUND
122.150
122.850
121.800
123.250

GROUND
121.725
122.550
130.750

SEPANG/ KL INTERNATIONAL AIRPORT



CHANGES : UPDATE TWY M2

INTENTIONALLY BLANK

AERODROME GROUND MOVEMENT CHART - ICAO

SEPANG/ KL INTERNATIONAL AIRPORT

APRON ELEV
EAST 21 M
WEST 10 M

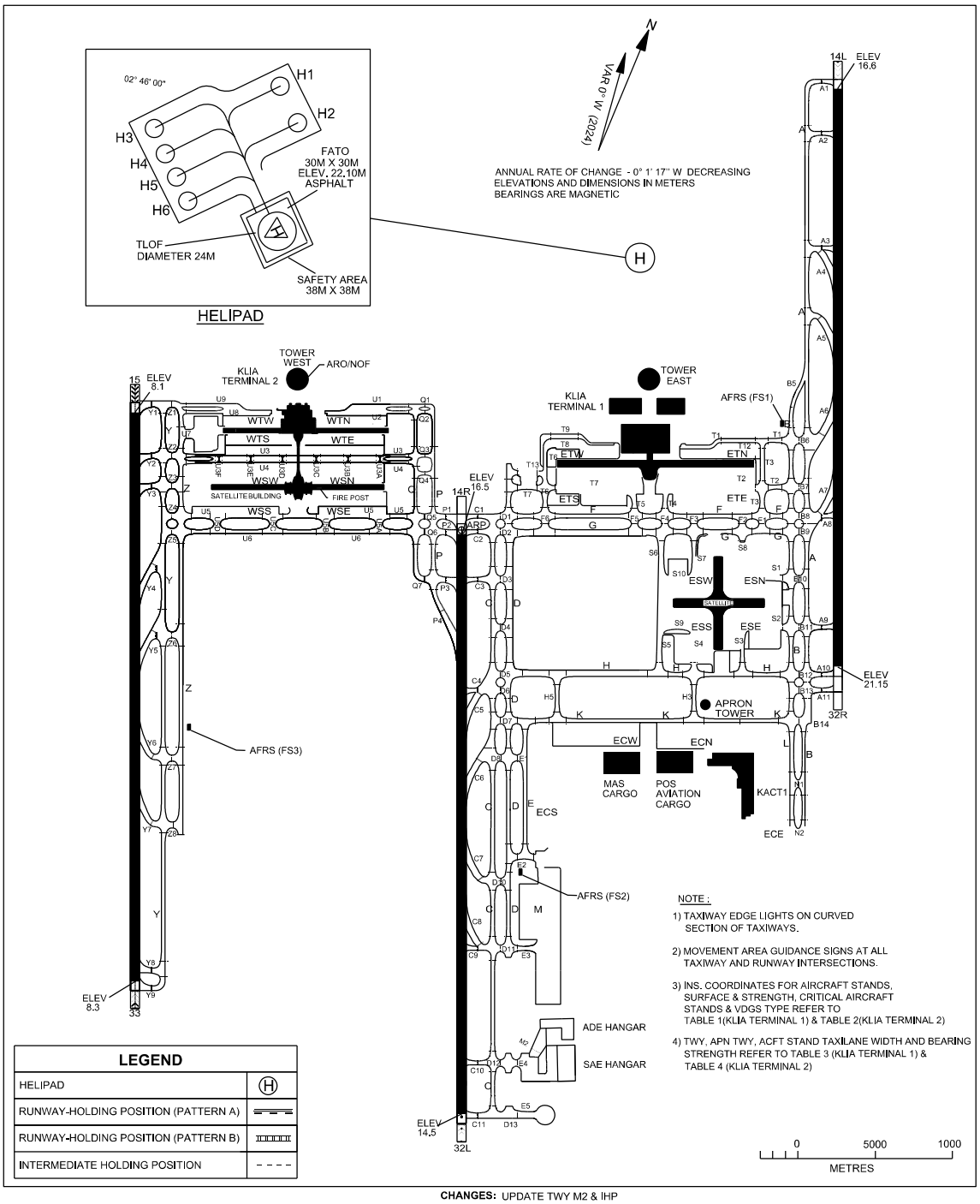
RWY 14L/32R	
TWR	118.800
GND	121.650

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

RWY 15/33	
TWR	119.800
GND	118.050

GROUND
122.150
122.850
121.800
123.250

GROUND
121.725
122.550
130.750



CHANGES: UPDATE TWY M2 & IHP

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV
21 M

SEPANG / KL INTERNATIONAL AIRPORT TERMINAL 1

TABLE 3

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

CHANGES : TABLE FOR BEARING STRENGTH

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV
21 M

SEPANG / KL INTERNATIONAL AIRPORT TERMINAL 1

TABLE 3

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

CHANGES : TABLE FOR BEARING STRENGTH

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV
21 M

SEPANG / KL INTERNATIONAL AIRPORT TERMINAL 1

TABLE 3

TAXIWAY WIDTH AND BEARING STRENGTH			
NO	APN TAXIWAY	WIDTH	BEARING STRENGTH
62	G	29	PCR 448/F/C/W/U
63	H	25	PCR 448/F/C/W/U
	TAXIWAY	WIDTH	BEARING STRENGTH
64	H3	25	PCR 448/F/C/W/U
65	H5	25	PCR 448/F/C/W/U
	APN TAXIWAY	WIDTH	BEARING STRENGTH
66	K	25	PCR 540/R/C/W/U PCR 448/F/C/W/U
67	L	24	PCR 540/R/C/W/U PCR 448/F/C/W/U
68	M	25	PCR 540/R/C/W/U
69	M2	24	PCR 2420/F/B/X/T
	TAXIWAY	WIDTH	BEARING STRENGTH
70	N1	50	PCR 448/F/C/W/U
71	N2	35	PCR 448/F/C/W/U
	APN TAXIWAY	WIDTH	BEARING STRENGTH
72	S1	24.8	PCR 448/F/C/W/U PCR 540/R/C/W/U
73	S2	34	PCR 448/F/C/W/U PCR 540/R/C/W/U
74	S3	23	PCR 448/F/C/W/U PCR 540/R/C/W/U
75	S4	35.8	PCR 448/F/C/W/U PCR 540/R/C/W/U
76	S5	23	PCR 448/F/C/W/U
77	S6	24	PCR 448/F/C/W/U
78	S7	23	PCR 448/F/C/W/U PCR 540/R/C/W/U
79	S8	44.5	PCR 448/F/C/W/U PCR 540/R/C/W/U
80	S9	26	PCR 540/R/C/W/U
81	S10	42.5	PCR 540/R/C/W/U PCR 448/F/C/W/U
82	T2	23	PCR 540/R/C/W/U
83	T3	29	PCR 448/F/C/W/U
84	T4	32	PCR 448/F/C/W/U PCR 540/R/C/W/U
85	T5	30	PCR 448/F/C/W/U PCR 540/R/C/W/U
86	T6	24	PCR 448/F/C/W/U
87	T7	23	PCR 448/F/C/W/U PCR 540/R/C/W/U
88	T13	26	PCR 540/R/C/W/U

CHANGES: UPDATE TWY M2
UPDATE NO.

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV
21 M

SEPANG / KL INTERNATIONAL AIRPORT TERMINAL 1

TABLE 3

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

CHANGES : UPDATE NO

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV
10 M

SEPANG / KL INTERNATIONAL AIRPORT TERMINAL 2

TABLE 4

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

CHANGES : UPDATE NO

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV
10 M

SEPANG / KL INTERNATIONAL AIRPORT TERMINAL 2

TABLE 4

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

CHANGES : UPDATE NO

TAXI ROUTES

1 Standard Taxi Routes.

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

1.2 Progressive taxi instructions may be issued:

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

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

2 Taxi Routes and Restrictions

2.1 KLIA Terminal 1 Operations

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

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

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

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

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

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

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

2.2 KLIA Terminal 2 Operations

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

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

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

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

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

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

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

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

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

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

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

TAXI ROUTES
ARRIVALS RUNWAY 14R

ELEV
21 M

TOWER	118.500 121.800 122.150
GROUND	122.850 121.650 123.250

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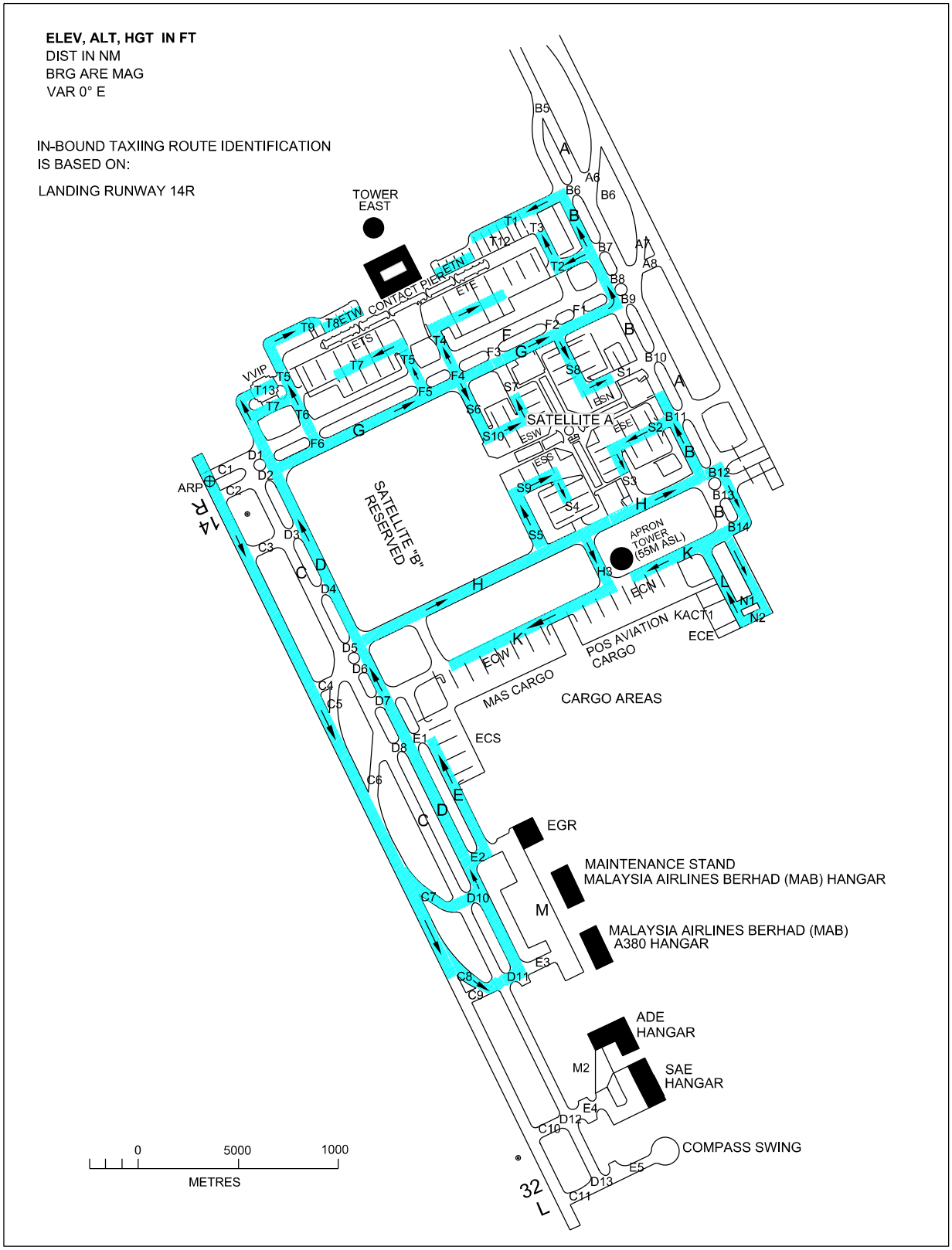

CHANGES : UPDATE TWY M2

TAXIWAY ROUTES - ARRIVALS RUNWAY 14R

All aircraft to vacate runway via intersections C7 or C8. Exits via C9, C10 and C11 may be approved on request.

RUNWAY	APRON	GATES	TAXI ROUTE DETAIL
14R	EAST TERMINAL SOUTH (ETS) 122.15 MHz	A2 - A14 (EVEN NR) & A51, A52, A53, A54	Exit onto C then: D11/D10, D, G, F5, T5, T7
	EAST TERMINAL WEST (ETW) 122.15 MHz	A3 - A13 (ODD NR)	Exit onto C then: D11/D10, D, G, F6, T6, T9, T8
	EAST TERMINAL NORTH (ETN) 122.15 MHz	B3 - B23 (ODD NR) includes stands B61, B62 & B63	Exit onto C then: D11/D10, D, G, B, T1, T12 B747 for stands B61/B62/B63: D11/D10, D, G, B, T2, T3
	EAST TERMINAL EAST (ETE) 122.15 MHz	B2 - B16 (EVEN NR) & B51, B52, B53, B54	Exit onto C then: D11/D10, D, G, F4, T4, T2
	VIP 122.15 MHz	A61, A62, & A63	Exit onto C then: D11/D10, D, T13
	EAST SATELLITE SOUTH (ESS) 122.27 MHz	C1, C3, C7 C32, C34, C36, C38, C51, C52, C53	Exit onto C then: D11/D10, D, H, S5, S9, (S4, dependant on stand #)
	EAST SATELLITE WEST (ESW) 122.85 MHz	C2, C4, C6, C11, C13, C15, C61, C62	Exit onto C then: D11/D10, D, G, S6, S10, (S7, dependant on stand #)
	EAST SATELLITE NORTH (ESN) 122.85 MHz	C12, C12R, C14, C16, C16R, C18, C21, C23, C25, C72, C73, C74	Exit onto C then: D11/D10, D, G, S8, (S1, dependant on stand #)
	EAST SATELLITE EAST (ESE) 122.27 MHz	C22, C24, C26, C28, C31, C33, C35, C81, C82, C83	Exit onto C then: D11/D10, D, H, B, S2, (S3 dependant on stand #)
	SATELLITE (C17) 122.85 MHz	C17	Exit onto C then: D11/D10, D, G
	SATELITE (C27) 121.65 MHz	C27	Exit onto C then: D11/D10, D, H, B
	SATELLITE (C37) 122.27 MHz	C37	Exit onto C then: D11/D10, D, H
	EAST CARGO SOUTH (ECS) 121.8 MHz	F8, F9, F10, F11	Exit onto C then: D10/D11, D, E2, E
	EAST CARGO WEST (ECW) 123.25 MHz	F1 - F7	Exit onto C then: D11/D10, D, H, H3, K
	EAST CARGO NORTH (ECN) 123.25 MHz	F21 - F27	Exit onto C then: D11/D10, D, H, B12, A, B14, K
	EAST CARGO EAST (ECE) 123.25 MHz	F28 - F34	Exit onto C then: D11/D10, D, H, B12, A, B14, B, N1/N2, L

TAXI ROUTES
ARRIVALS RUNWAY 32L

ELEV
21 M

TOWER	118.500
GROUND	121.800
	122.150
	122.850
	121.650
	123.250

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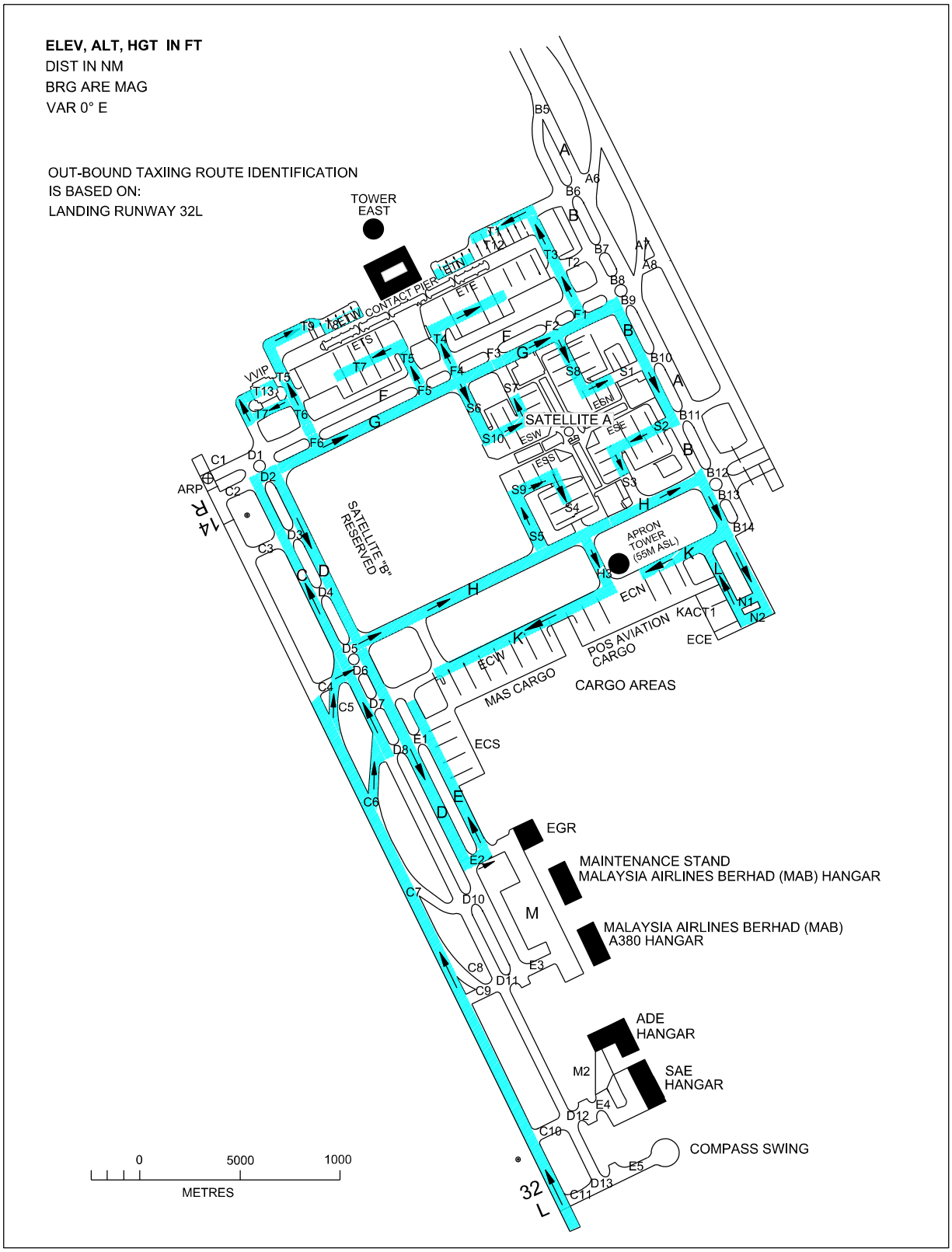

CHANGES: UPDATE TWY M2

TAXIWAY ROUTES - ARRIVALS RUNWAY 32L

All aircraft to vacate runway via intersections C5 or C6. Exits via C2, C3 and C4 may be approved on request.

RUNWAY	APRON	GATES	TAXI ROUTE DETAIL
32L	EAST TERMINAL SOUTH (ETS) 122.15 MHz	A2 - A14 (EVEN NR) & A51, A52, A53, A54	Exit onto C then: D2, G, F5, T5, T7
	EAST TERMINAL WEST (ETW) 122.15 MHz	A3 - A13 (ODD NR)	Exit onto C then: D2, G, F6, T6, T9, T8
	EAST TERMINAL NORTH (ETN) 122.15 MHz	B3 - B23 (ODD NR) includes stands B61, B62 & B63	Exit onto C then: D2, G, F1, T3, T1, T12 B747 for stands B61/B62/B63: D2, G, F1, T3
	EAST TERMINAL EAST (ETE) 122.15 MHz	B2 - B16 (EVEN NR) & B51, B52, B53, B54	Exit onto C then: D2, G, F4, T4, T2
	VIP 122.15 MHz	A61, A62 & A63	Exit onto C then: D2, G, F6, T6, T7, D, T13
	EAST SATELLITE SOUTH (ESS) 122.27 MHz	C1, C3, C7, C32, C34, C36, C38, C51, C52, C53	Exit onto C, then: D5/D3/D2 (Turn right onto D - if required) H, S5, S9, (S4, dependant on stand #)
	EAST SATELLITE WEST (ESW) 122.85 MHz	C2, C4, C6, C11, C13, C15, C61, C62	Exit onto C then: D2, G, S6, S10, (S7 dependant on stand #)
	EAST SATELLITE NORTH (ESN) 122.85 MHz	C12, C12R, C14, C16, C16R, C18, C21, C23, C25, C72, C73, C74	Exit onto C then: D2, G, S8, (S1, dependant on stand #)
	EAST SATELLITE EAST (ESE) 122.27 MHz	C22, C24, C26, C28, C31, C33, C35, C81, C82, C83	Exit onto C, then: D2, G, B, S2 (S3 dependant on stand #)
	SATELLITE (C17) 122.85 MHz	C17	Exit onto C then: D2, G
	SATELLITE (27) 121.65 MHz	C27	Exit onto C, then: D2, G, B
	SATELLITE (C37) 122.27 MHz	C37	Exit onto C, then: D5/D3/D2 (Turn right onto D - if required) H
	EAST CARGO SOUTH (ECS) 121.8 MHz	F8, F9, F10, F11	Exit onto C then: D5/D3/D2, (Turn right onto D - if required) D, E2, E
	EAST CARGO WEST (ECW) 123.25 MHz	F1 - F7	Exit onto C then: D5/D3/D2 (Turn right onto D - if required) H, H3, K
	EAST CARGO NORTH (ECN) 123.25 MHz	F21 - F27	Exit onto C then: D5/D3/D2 (Turn right onto D - if required) H, B, K
	EAST CARGO EAST (ECE) 123.25 MHz	F28 - F34	Exit onto C then: D5/D3/D2 (Turn right onto D - if rerquired) H, B, N1/N2, L

TAXI ROUTES
DEPARTURES RUNWAY 14R

ELEV
21 M

TOWER	118.500
GROUND	121.800
	122.150
	122.850
	121.650
	123.250

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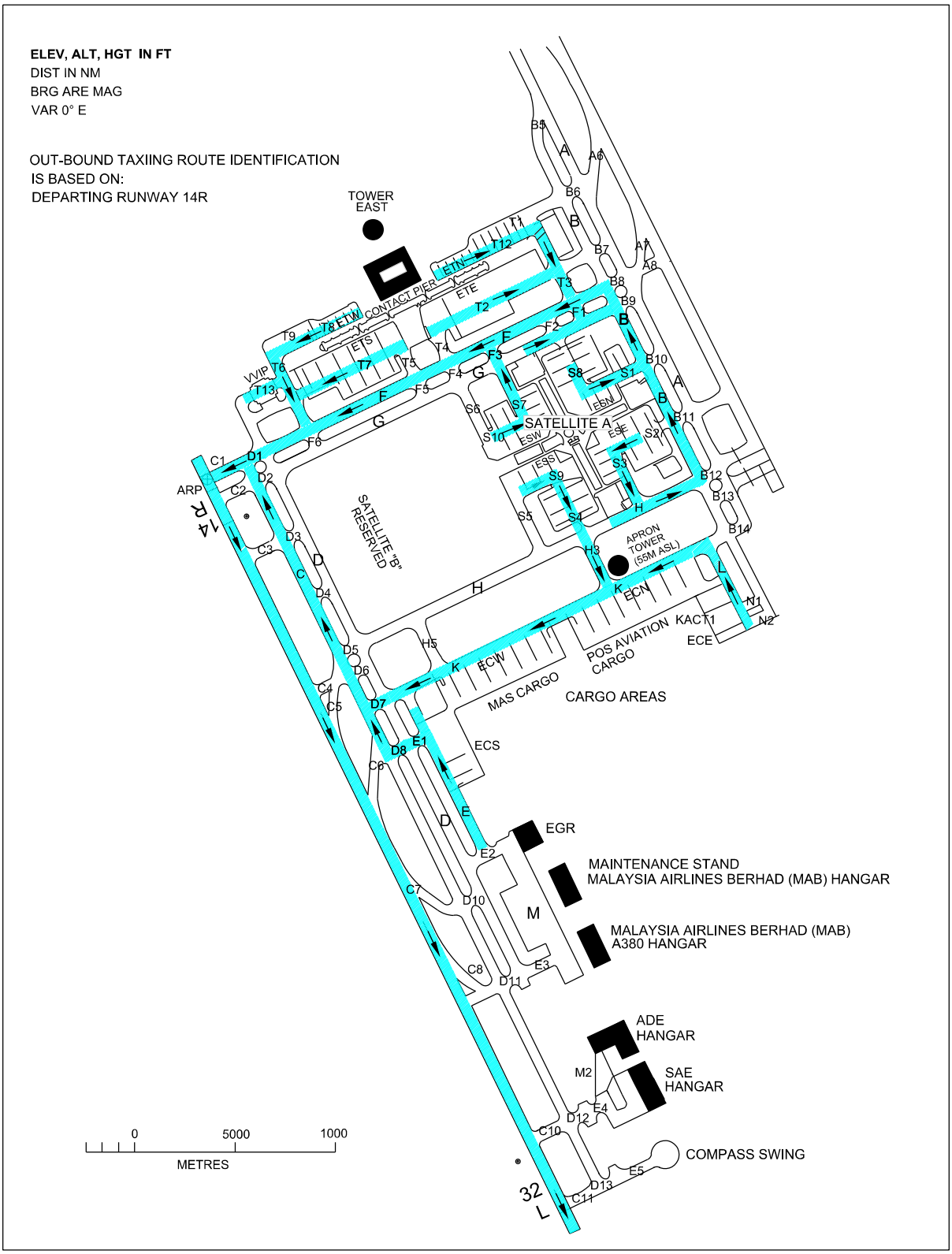
KL INTERNATIONAL
AIRPORT



CHANGES : UPDATE TWY M2

TAXIWAY ROUTES - DEPARTURES RUNWAY 14R

Intersections C2 and C3 may be available on request.

RUNWAY	APRON	GATES	TAXI ROUTE DETAIL
14R	EAST TERMINAL SOUTH (ETS) 122.15 MHz	A2 - A14 (EVEN NR) & A51, A52, A53, A54	T7, T6, F, D1, C1
	EAST TERMINAL WEST (ETW) 122.15 MHz	A3 - A13 (ODD NR)	T8, T6, F, D1, C1
	EAST TERMINAL NORTH (ETN) 122.15 MHz	B3 - B23 (ODD NR) includes stands B61, B62 & B63	T12, T3, F, D1, C1
	EAST TERMINAL EAST (ETE) 122.15 MHz	B2 - B16 (EVEN NR) & B51, B52, B53, B54	T2, T3, F, D1, C1
	VIP 122.15 MHz	A61, A62 & A63	T13, T6, F, D1, C1
	EAST SATELLITE SOUTH (ESS) 122.27 MHz	C1, C3, C7, C32, C34, C36, C38, C51, C52, C53	S4, H3, K, D7, C, C1
	EAST SATELLITE WEST (ESW) 122.85 MHz	C2, C4, C6, C11, C13, C15, C61, C62	S7, F3, F, D1, C1
	EAST SATELLITE NORTH (ESN) 122.85 MHz	C12, C12R, C14, C16, C16R, C18, C21, C23, C25, C72, C73, C74	S1, B, F, D1, C1
	EAST SATELLITE EAST (ESE) 122.27 MHz	C22, C24, C26, C28, C31, C33, C35, C81, C82, C83	S3, H, B, F, D1, C1
	SATELLITE (C17) 122.85 MHz	C17	G, F1, F, D1, C1
	SATELLITE (C27) 121.65 MHz	C27	B, F, D1, C1
	SATELLITE (C37) 122.27 MHz	C37	H, B, F, D1, C1
	EAST CARGO SOUTH (ECS) 121.8 MHz	F8, F9, F10, F11	E, E1, D8, C, C1
	EAST CARGO WEST (ECW) 123.25 MHz	F1 - F7	K, D7, C, C1
	EAST CARGO NORTH (ECN) 123.25 MHz	F21 - F27	K, D7, C, C1
	EAST CARGO EAST (ECE) 123.25 MHz	F28 - F34	L, K, D7, C, C1

TAXI ROUTES
DEPARTURES RUNWAY 32L

ELEV
21 M

TOWER	118.500
GROUND	121.800
	122.150
	122.850
	122.275
	123.250

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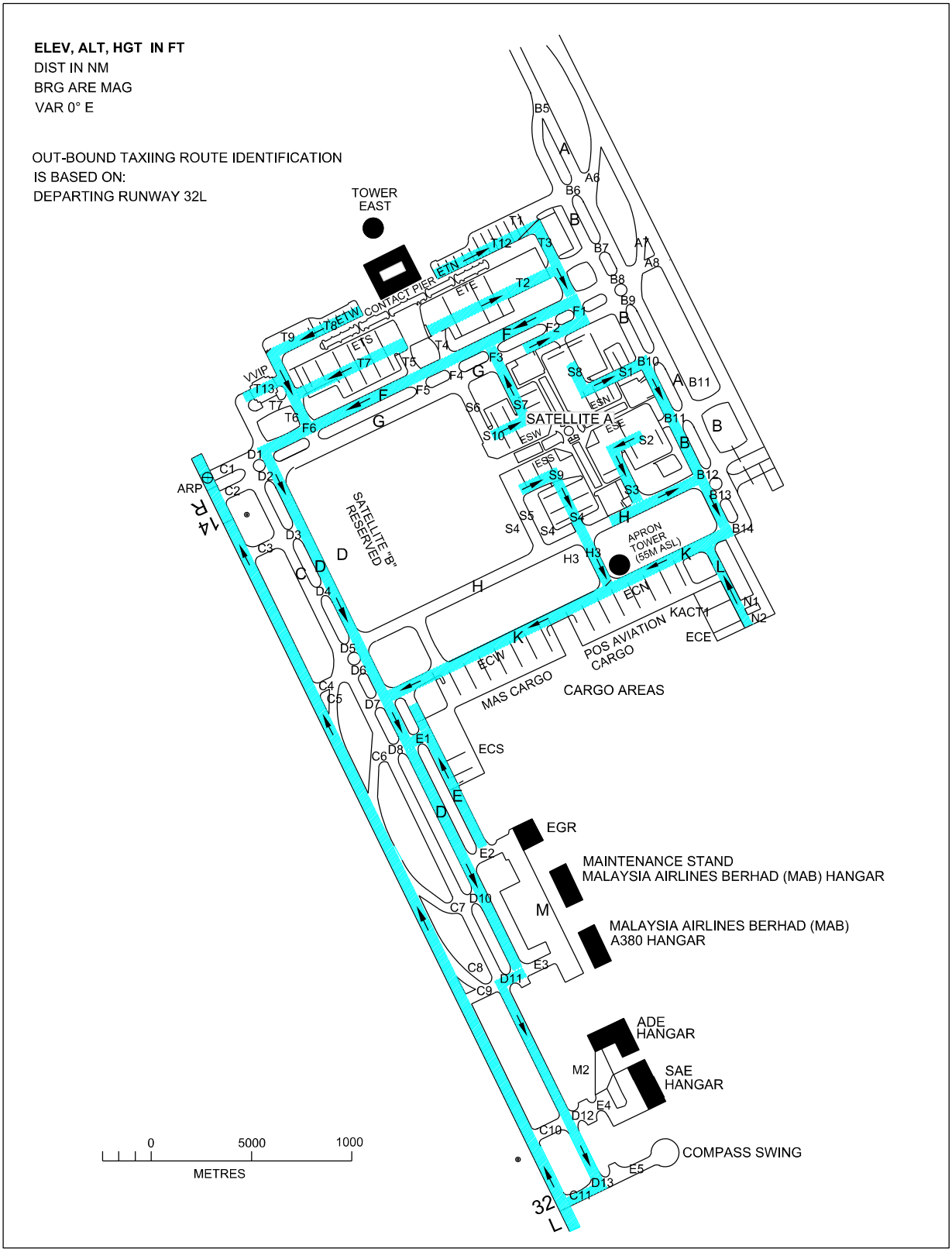

CHANGES : UPDATE TWY M2

TAXIWAY ROUTES - DEPARTURES RUNWAY 32L

Intersections C7, C9 and C10 may be available on request.

RUNWAY	APRON	GATES	TAXI ROUTE DETAIL
32L	EAST TERMINAL SOUTH (ETS) 122.15 MHz	A2 - A14 (EVEN NR) & A51, A52, A53, A54	T7, T6, F, D, D11, C, C11
	EAST TERMINAL WEST (ETW) 122.15 MHz	A3 - A13 (ODD NR)	T8, T6, F, D, D11, C, C11
	EAST TERMINAL NORTH (ETN) 122.15 MHz	B3 - B23 (ODD NR) includes stands B61, B62 & B63	T12, T3, F, D, D11, C, C11
	EAST TERMINAL EAST (ETE) 122.15 MHz	B2 - B16 (EVEN NR) & B51, B52, B53, B54	T2, T3, F, D, D11, C, C11
	VIP 122.15 MHz	A61, A62 & A63	T13, T6, F, D, D11, C, C11
	EAST SATELLITE SOUTH (ESS) 122.27 MHz	C1, C3, C7, C32, C34, C36, C38, C51, C52, C53	S4, H3, K, D, D11, C, C11
	EAST SATELLITE WEST (ESW) 122.85 MHz	C2, C4, C6, C11, C13, C15, C61, C62	S7, F3, F, D, D11, C, C11
	EAST SATELLITE NORTH (ESN) 122.85 MHz	C12, C12R, C14, C16, C16R, C18, C21, C23, C25, C72, C73, C74	S1, B, K, D, D11, C, C11
	EAST SATELLITE EAST (ESE) 122.27 MHz	C22, C24, C26, C28, C31, C33, C35, C81, C82, C83	S3, H, B, K, D, D11, C, C11
	SATELLITE (C17) 122.85 MHz	C17	G, F1, F, D, D11, C, C11
	SATELLITE (C27) 121.65 MHz	C27	B, K, D, D11, C, C11
	SATELLITE (C37) 122.27 MHz	C37	H, B, K, D, D11, C, C1
	EAST CARGO SOUTH (ECS) 121.8 MHz	F8, F9, F10, F11	E, E1, D, D11, C, C11
	EAST CARGO WEST (ECW) 123.25 MHz	F1 - F7	K, D, D11, C, C11
	EAST CARGO NORTH (ECN) 123.25 MHz	F21 - F27	K, D, D11, C, C11
	EAST CARGO EAST (ECE) 123.25 MHz	F28 - F34	L, K, D, D11, C, C11

CODE F TAXIWAYS KLIA TERMINAL 1 & KLIA TERMINAL 2

APRON ELEV
EAST 19 M
WEST 10 M

RWY 14L/32R	
TWR	118.800
GND	121.650

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

RWY 15/33	
TWR	119.800
GND	118.050

GROUND
122.150
122.850
122.275
123.250

GROUND
121.725
122.550
130.750

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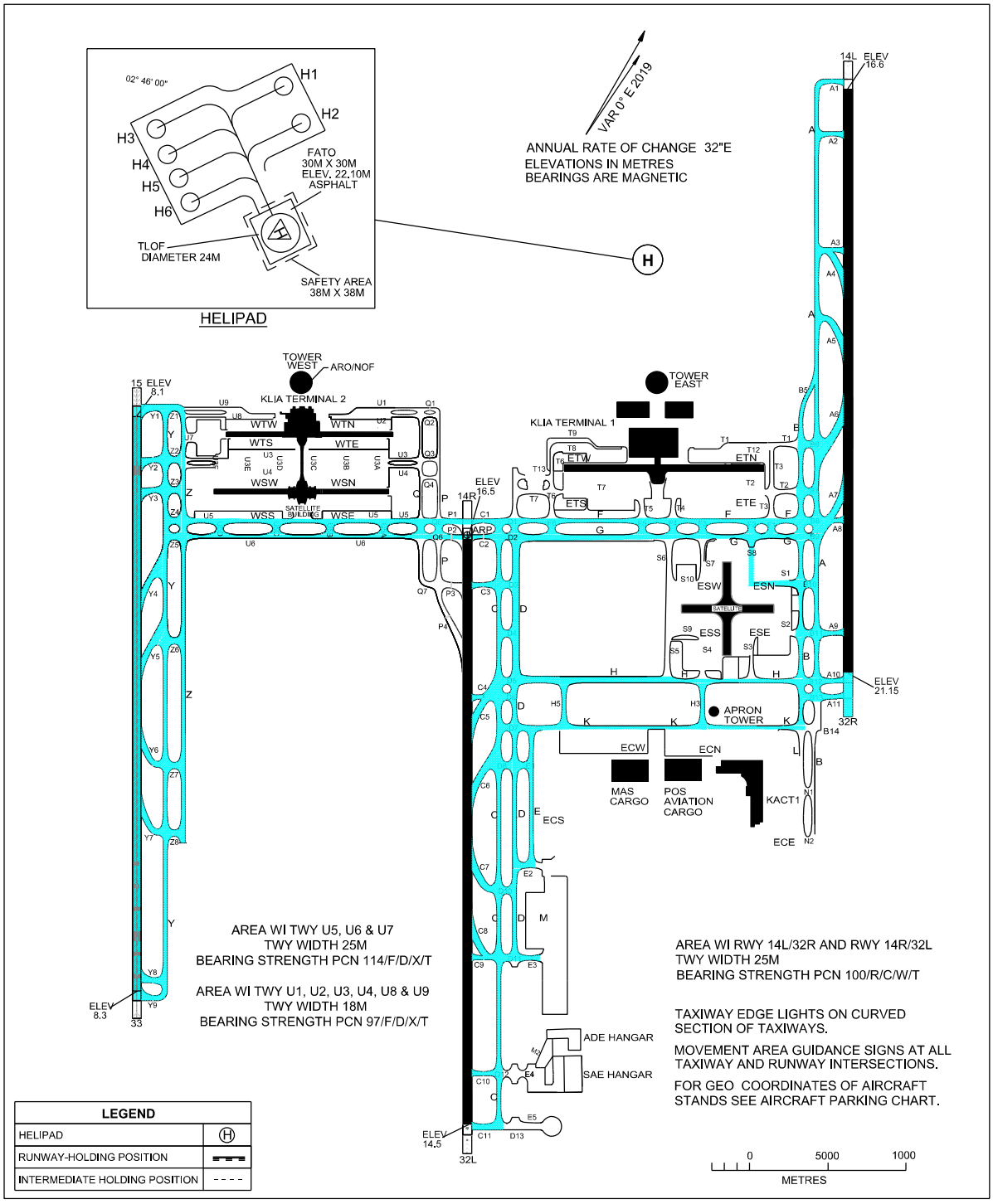

CHANGES : UPDATE TWY M2.

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TAXI ROUTES CODE F - ARRIVALS RUNWAY 14R

ELEV
21 M

TOWER	118.500
GROUND	121.650
	122.150
	122.850
	121.800
	123.250
	122.275

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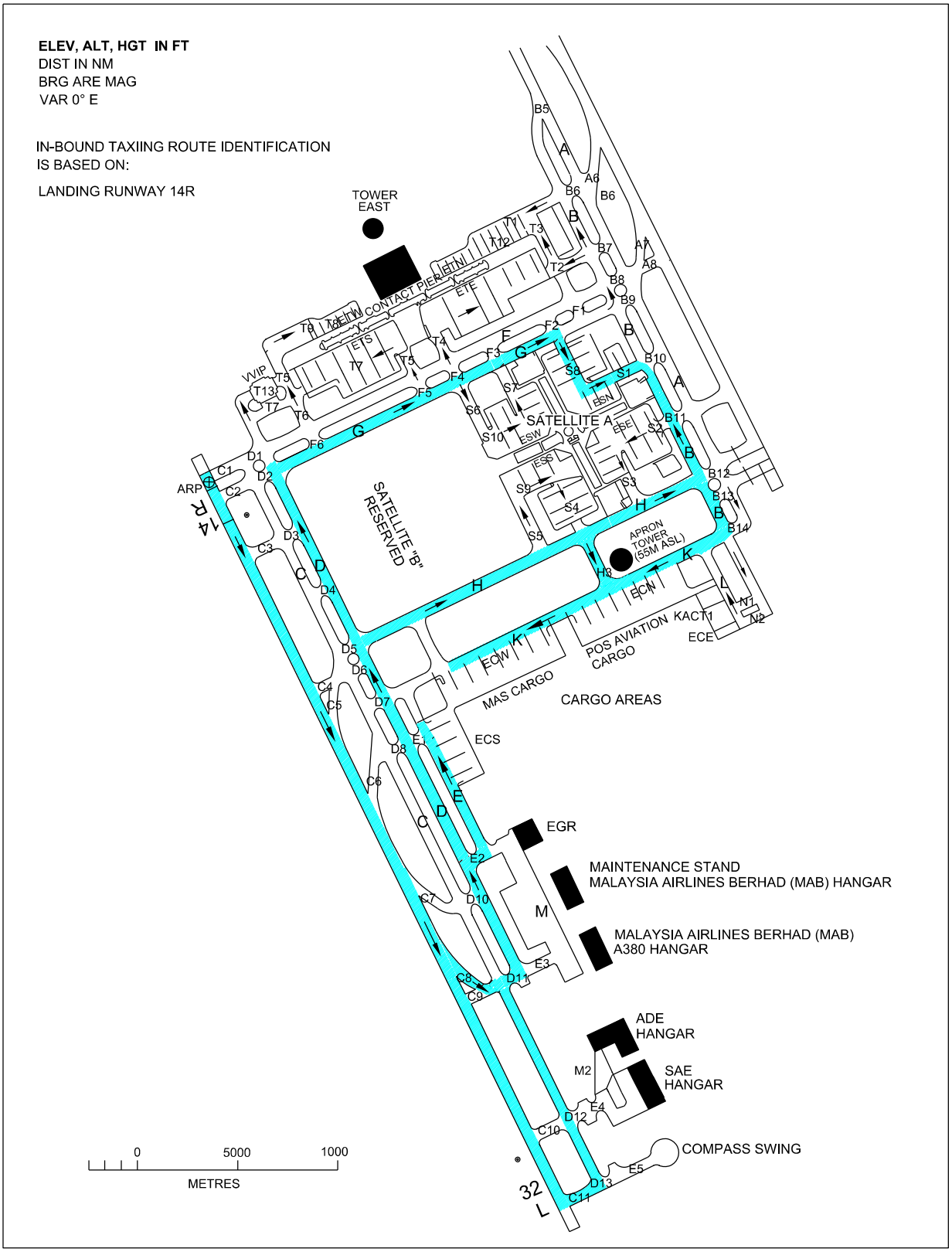

CHANGES: UPDATE TWY M2

STANDARD TAXI ROUTE - CODE F ARRIVAL RUNWAY 14R

RUNWAY	APRON	GATES	TAXI ROUTE DETAIL
14R	EAST SATELLITE NORTH (ESN) 122.85 MHz	C12R, C16R, C25 C72, C73, C74	Exit via C8, D11 or C11, C, D11 then: D, G, S8, S1
	SATELLITE (C17) 122.85 MHz	C17	Exit via C8, D11 or C11, C, D11 then: D, G
	SATELLITE (C27) 121.65 MHz	C27	Exit via C8, D11 or C11, C, D11 then: D, H, B
	SATELLITE (C37) 122.27 MHz	C37	Exit via C8, D11 or C11, C, D11 then: D, H,
	EAST CARGO NORTH (ECN) 123.25 MHz	F27	Exit via C8, D11 or C11, C, D11 then: D, H, B, K
	EAST CARGO SOUTH (ECS) 121.8 MHz	F8, F9, F10, F11	Exit via C8, D11 or C11, C, D11 then: D, E2, E
	EAST CARGO WEST (ECW) 123.25 MHz	F1, F2, F3, F4, F5, F6, F7	Exit via C8, D11 or C11, C, D11 then: D, H, H3, K

TAXI ROUTE CODE F - ARRIVAL RUNWAY 15

APRON ELEV
EAST 19 M
WEST 10 M

RWY 14L/32R	
TWR	118.800
GND	121.650

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

RWY 15/33	
TWR	119.800
GND	118.050

GROUND
122.150
122.850
122.275
123.250

GROUND
121.725
122.550
130.750

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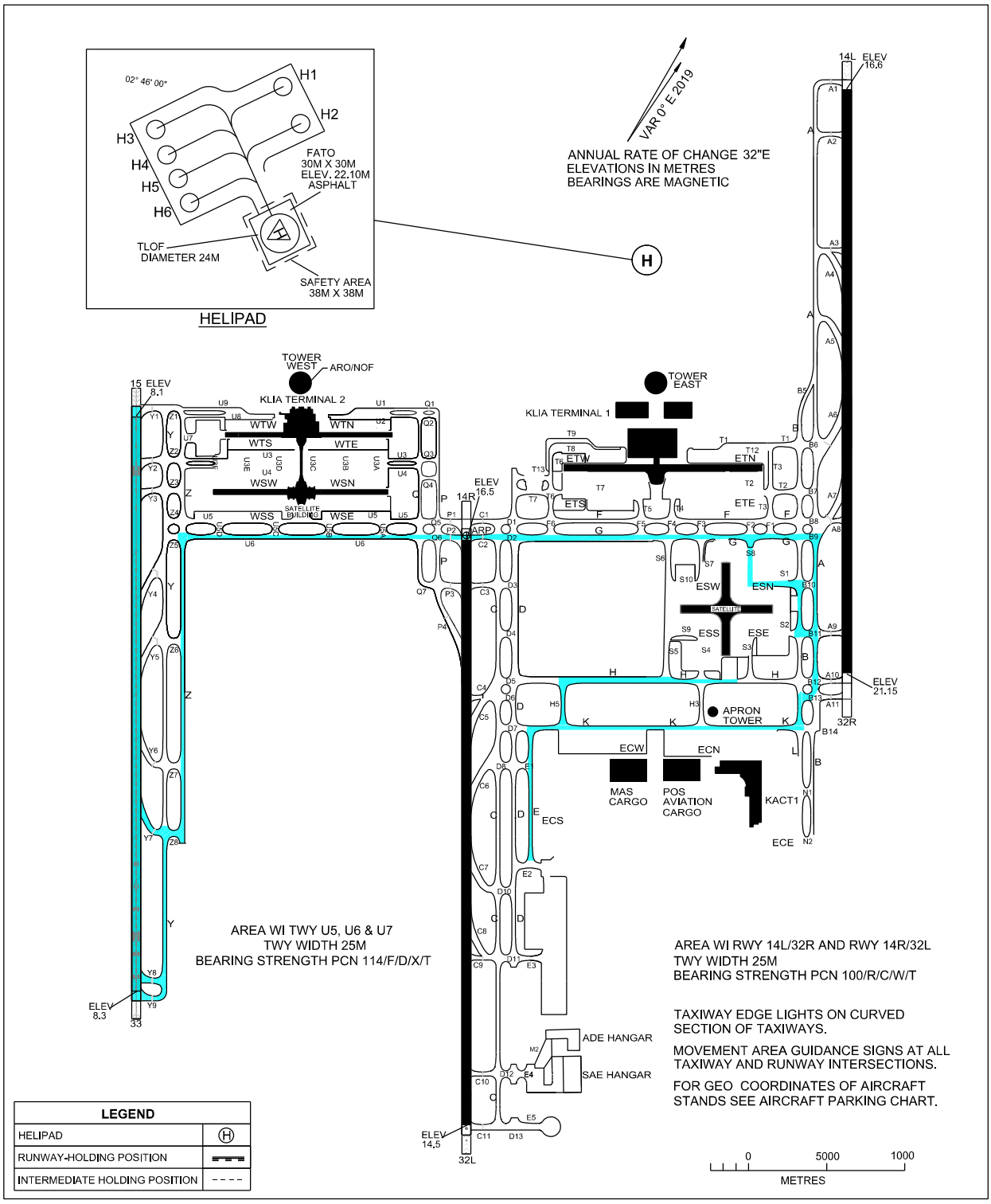

CHANGES: UPDATE TWY M2

STANDARD TAXI ROUTE - CODE F ARRIVAL RUNWAY 15

RUNWAY	APRON	GATES	TAXI ROUTE DETAIL	
15	EAST SATELLITE NORTH (ESN) 122.85 MHz	C12R, C16R, C25 C72, C73, C74	Exit via Y7, Y8, Y9 onto Y then: Z8, Z, U6, Q6, RHP P2. To obtain runway crossing clearance from Lumpur Tower (118.5 MHz)	Exit via C2, D2, G, S8, S1
	SATELLITE (C17) 122.85 MHz	C17		Exit via C2, D2, G
	SATELLITE (C27) 121.65 MHz	C27		Exit via C2, D2, G, B9, A, B11, B
	SATELLITE (C37) 122.27 MHz	C37		Exit via C2, D2, G, B9, A, B13, B, K, H5, H
	EAST CARGO NORTH (ECN) 123.25 MHz	F27		Exit via C2, D2, G, B9, A, B13, B, K
	EAST CARGO SOUTH (ECS) 121.8 MHz	F8, F9, F10, F11		Exit via C2, D2, G, B9, A, B13, B, K, E
	EAST CARGO WEST (ECW) 123.25 MHz	F1, F2, F3, F4, F5, F6, F7		Exit via C2, D2, G, B9, A, B13, B, K

TAXI ROUTE CODE F - ARRIVAL RUNWAY 33

APRON ELEV
EAST 19 M
WEST 10 M

RWY 14L/32R	
TWR	118.800
GND	121.650

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

RWY 15/33	
TWR	119.800
GND	118.050

GROUND
122.150
122.850
122.275
123.250

GROUND
121.725
122.550
130.750

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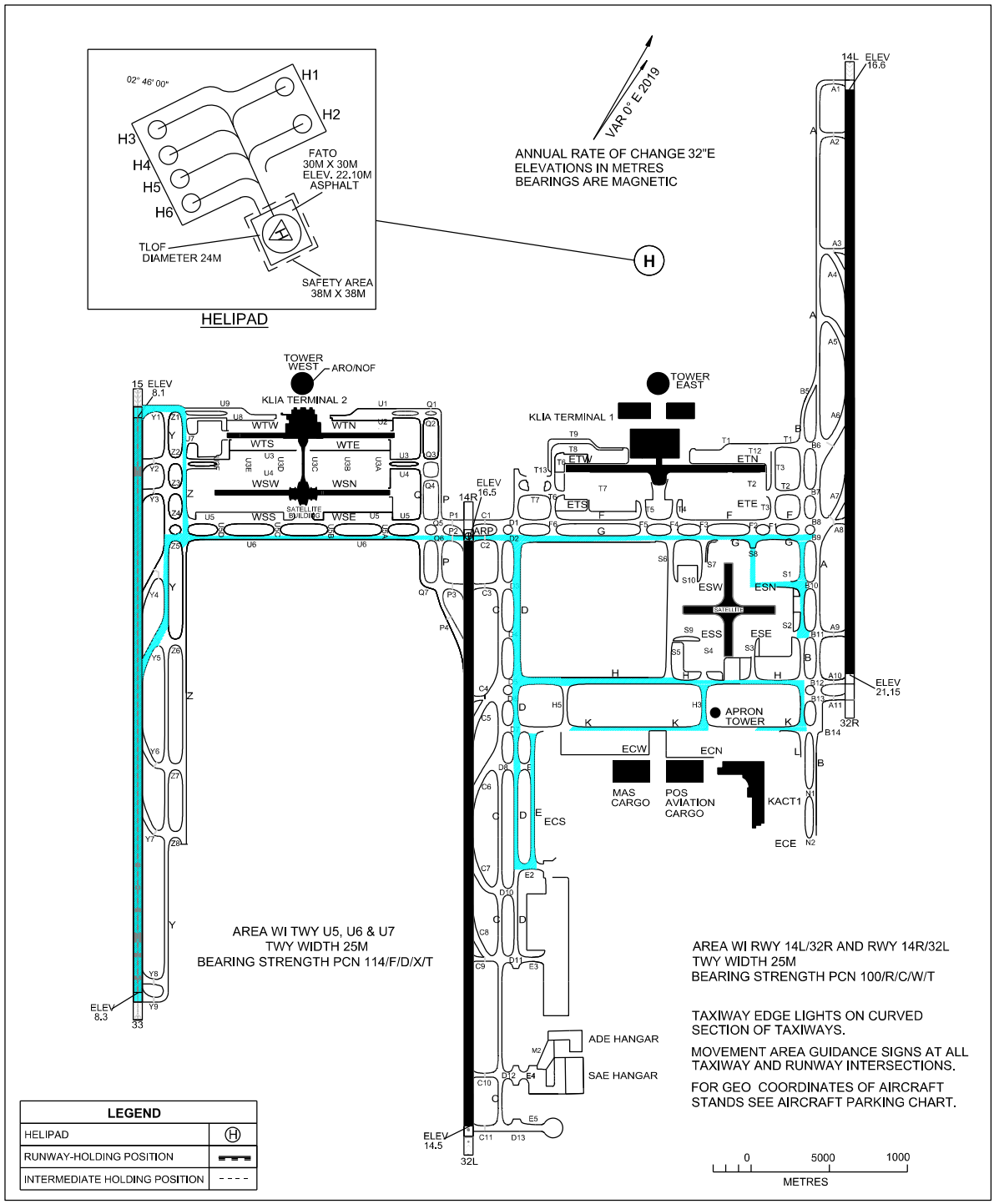

CHANGES : UPDATE TWY M2

STANDARD TAXI ROUTE - CODE F ARRIVAL RUNWAY 33

RUNWAY	APRON	GATES	TAXI ROUTE DETAIL	
33	EAST SATELLITE NORTH (ESN) 122.85 MHz	C12R, C16R, C25 C72, C73, C74	Exit via Y5, Y4 onto Y or Y1, Z1, Z then: U6, Q6, RHP P2. To obtain runway crossing clearance from Lumpur Tower (118.5 MHz)	Exit via C2, D2, G, S8, S1
	SATELLITE (C17) 122.85 MHz	C17		Exit via C2, D2, G
	SATELLITE (C27) 121.65 MHz	C27		Exit via C2, D2, G, B
	SATELLITE (C37) 122.27 MHz	C37		Exit via C2, D2, D, H
	EAST CARGO NORTH (ECN) 123.25 MHz	F27		Exit via C2, D2, D, H, B, K
	EAST CARGO SOUTH (ECS) 121.8 MHz	F8, F9, F10, F11		Exit via C2, D2, D, E2, E
	EAST CARGO WEST (ECW) 123.25 MHz	F1, F2, F3, F4, F5, F6, F7		Exit via C2, D2, D, H, H3, K

TAXI ROUTES CODE F
DEPARTURES RUNWAY 14R

ELEV
21 M

TOWER	118.500
GROUND	121.800
	122.150
	122.850
	121.650
	123.250
	122.275

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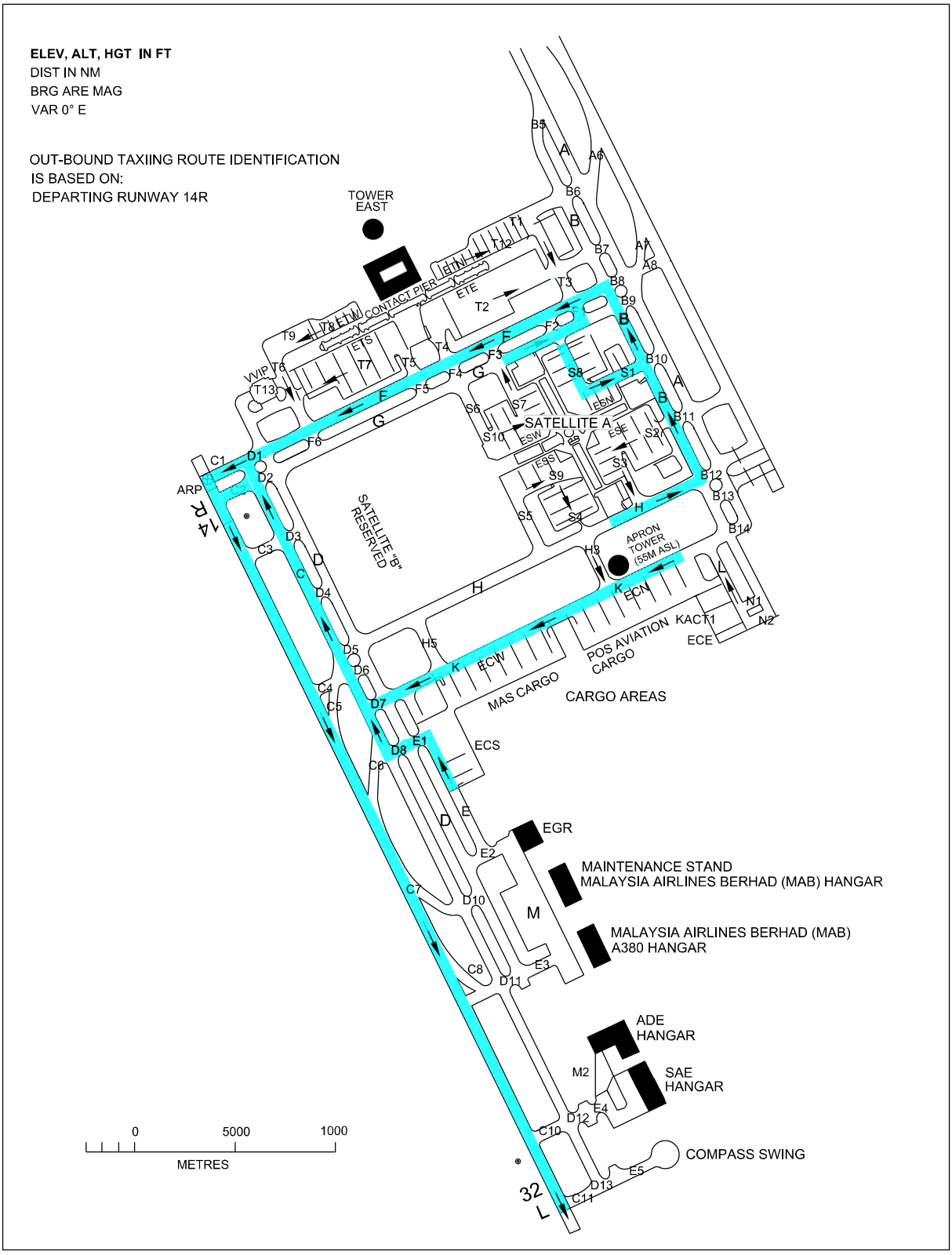
AIRPORT



CHANGES : UPDATE TWY M2

STANDARD TAXI ROUTE - CODE F DEPARTURE RUNWAY 14R

RUNWAY	APRON	GATES	TAXI ROUTE DETAIL
14R	EAST SATELLITE NORTH (ESN) 122.85 MHz	C12R, C16R, C25 C72, C73, C74	S1, B, F, D1, RHP C1
	SATELLITE (C17) 122.85 MHz	C17	G, F1, F, D1, RHP C1
	SATELLITE (C27) 121.65 MHz	C27	B, F, D1, RHP C1
	SATELLITE (C37) 122.27 MHz	C37	H, B, G, D, D1, RHP C1
	EAST CARGO NORTH (ECN) 123.25 MHz	F27	K, D7, C, RHP C1
	EAST CARGO SOUTH (ECS) 121.8 MHz	F8, F9, F10, F11	E, E1, D8, C, RHP C1
	EAST CARGO WEST (ECW) 123.25 MHz	F1, F2, F3, F4, F5, F6, F7	K, D7, C, RHP C1

TAXI ROUTES CODE F - DEPARTURES RUNWAY 32L

ELEV 21 M

TOWER	118.500
GROUND	121.800
	122.150
	122.850
	122.275
	123.250
	122.275

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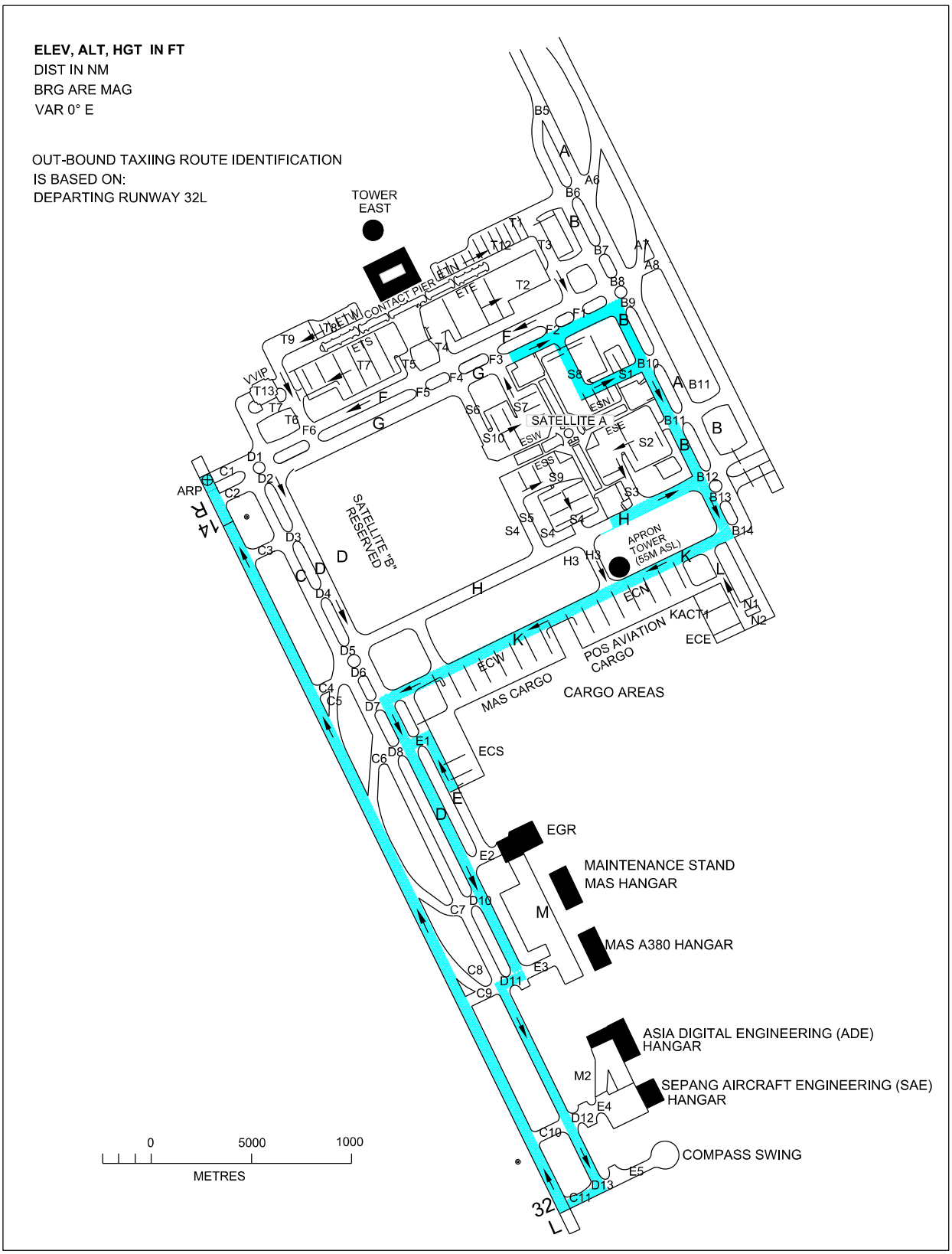


CHANGES : UPDATE TWY M2

STANDARD TAXI ROUTE - CODE F ARRIVAL RUNWAY 32L

RUNWAY	APRON	GATES	TAXI ROUTE DETAIL
32L	EAST SATELLITE NORTH (ESN) 122.85 MHz	C12R, C16R, C25 C72, C73, C74	S1, B, K, D, D11, C, RHP C11
	SATELLITE (C17) 122.85 MHz	C17	G, B, K, D, D11, C, RHP C11
	SATELLITE (C27) 121.65 MHz	C27	B, K, D, D11, C, RHP C11
	SATELLITE (C37) 122.27 MHz	C37	H, B, K, D, D11, C, RHP C11
	EAST CARGO NORTH (ECN) 123.25 MHz	F27	K, D, D11, C, RHP C11
	EAST CARGO SOUTH (ECS) 121.8 MHz	F8, F9, F10, F11	E, E1, D, D11, C, RHP C11
	EAST CARGO WEST (ECW) 123.25 MHz	F1, F2, F3, F4, F5, F6, F7	K, D, D11, C, RHP C11

TAXI ROUTE CODE F - DEPARTURE RUNWAY 15

APRON ELEV
EAST 19 M
WEST 10 M

RWY 14L/32R	
TWR	118.800
GND	121.650

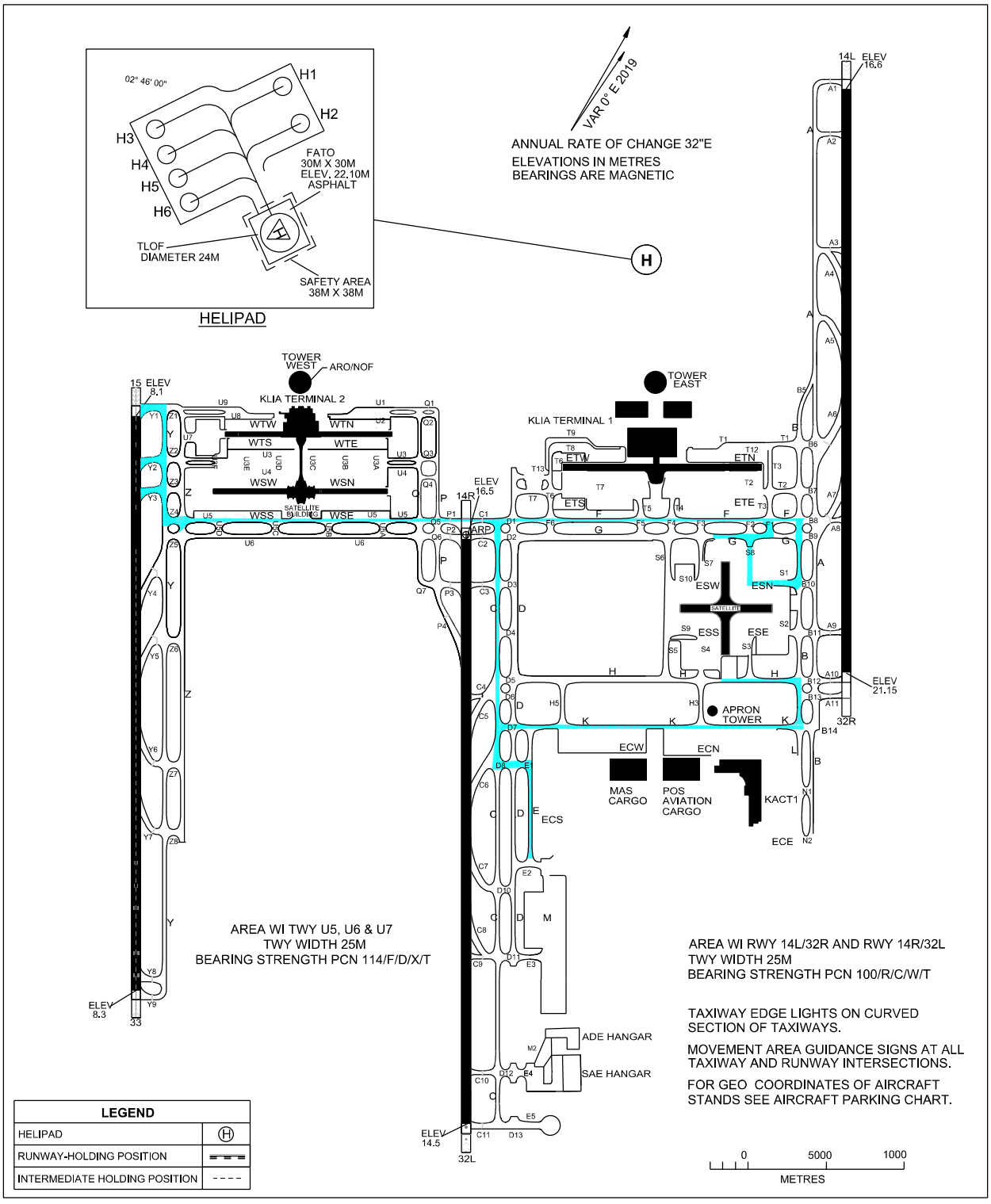
RWY 14R/32L	
TWR	118.500
GND	121.800
GND	122.525

RWY 15/33	
TWR	119.800
GND	118.050

GROUND
122.150
122.850
122.275
123.250

GROUND
121.725
122.550
130.750

SEPANG/ KL INTERNATIONAL AIRPORT



CHANGES : UPDATE TWY M2

STANDARD TAXI ROUTE - CODE F DEPARTURE RUNWAY 15

RUNWAY	APRON	GATES	TAXI ROUTE DETAIL	
15	EAST SATELLITE NORTH (ESN) 122.85 MHz	C12R, C16R, C25 C72, C73, C74	S1, B, F, D1, RHP C1	To obtain runway crossing clearance from Lumpur Tower (118.5 MHz) Exit Runway via Q5, U5, Z4, Y, RHP Y1, Y2, Y3
	SATELLITE (C17) 122.85 MHz	C17	G, F1, F, D1, RHP C1	
	SATELLITE (C27) 121.65 MHz	C27	B, F, D1, RHP C1	
	SATELLITE (C37) 122.27 MHz	C37	H, B, K, D7, C, RHP C1	
	EAST CARGO NORTH (ECN) 123.25 MHz	F27	K, D7, C, RHP C1	
	EAST CARGO SOUTH (ECS) 121.8 MHz	F8, F9, F10, F11	E, E1, D8, C, RHP C1	
	EAST CARGO WEST (ECW) 123.25 MHz	F1, F2, F3, F4, F5, F6, F7	K, D7, C, RHP C1	

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 Helicopter Departure and Arrival Using TWY Sierra Procedures

2.22.3.1 Helicopter departures and arrivals shall utilise TWY Sierra via the eastern side of the airfield. These procedures are designed to ensure safe, efficient, and coordinated helicopter operations, minimise interference with fixed-wing traffic and maintain compliance with Air Traffic Control (ATC) regulations.

2.22.3.2 Departure Helicopter

2.22.3.2.1 The pilot shall air taxi or ground taxi to TWY S after receiving clearance from ATC. ATC shall issue this clearance only when TWY S is clear of all traffic, including arriving helicopters.

2.22.3.2.2 The pilot shall lift off from TWY S only after receiving departure clearance from ATC and shall track approximately 090° until best rate of climb speed is achieved.

2.22.3.2.3 The pilot shall climb to a minimum safe altitude and, after passing 1 NM from the end of TWY S, execute a left or right turn as instructed by ATC. The climb shall then be continued to the altitude assigned by ATC.

2.22.3.2.4 The pilot shall exercise caution as high-tension power cables are located approximately 50 m to the left of the departure path.

2.22.3.2.5 The pilot shall only lift off from TWY S when the area is clear of all aircraft, vehicles and personnel.

2.22.3.2.6 Departures from TWY S shall only be conducted between sunrise and sunset and under Visual Meteorological Conditions (VMC).

2.22.3.2.7 ATC shall issue instructions to “Lift off from TWY S”. It remains the pilot’s responsibility to ensure that the departure path is clear of obstructions.

2.22.3.3 Arrival Helicopter

2.22.3.3.1 ATC shall clear the helicopter to approach from the east of the airfield, tracking to FINAL LUMI, located approximately 2 NM east of TWY S on a 270° track, near the NKVE Highway.

a) Position of FINAL LUMI: 030736.73N 1013544.85E
b) The pilot may request to track directly to final TWY S, subject to ATC approval.

2.22.3.3.2 The pilot shall exercise caution, as high-tension power cables are located approximately 50 m to the right of the arrival path, parallel to TWY S.

2.22.3.3.3 The pilot shall descend to 600 ft (helicopter circuit altitude) on final approach to TWY S and aim to land at any point along TWY S.

2.22.3.3.4 ATC shall instruct the helicopter to “Land on TWY S” only when it is clear of aircraft, vehicles, and personnel. If the area is not clear, ATC may instruct the pilot to hold on final or issue alternate instructions. The pilot remains responsible for avoiding obstacles and exercising discretion in the event of obstructions during landing.

2.22.3.3.5 Arrivals to TWY S shall only be conducted between sunrise and sunset and under Visual Meteorological Conditions (VMC).

2.22.3.4 All other helicopter movements not specified in this procedure shall use the RWY.

2.22.4 Hazardous Weather Warning

2.22.4.1 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

WBGR AD 2.1 AERODROME LOCATION INDICATOR AND NAME

WBGR - MIRI

WBGR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	041921N 1135914E Located on RWY, 1365M from THR 02
2	Direction and distance from (city)	DIST 3.5 KM / 4 KM by road, bearing 181° from Morsjaya Commercial Centre.
3	Elevation/Reference temperature	18M (59FT) / 31.5C
4	Geoid undulation at AD ELEV PSN	+42 M
5	MAG VAR/Annual change	0° W (2024) / - 0° 4' 10" W decreasing
6	AD operator, address, telephone, telefax, e-mail address, AFS and website address	Operator: Malaysia Airports Sdn Bhd Miri Airport, P.O BOX 851, 98008 Miri Sarawak TEL: +6085 - 615204 / 615205 Telefax: +6085 - 614537 e-mail: masb_myy@malaysiaairports.com.my Http:www.malaysiaairports.com.my ATC Services: Civil Aviation Authority of Malaysia Jalan Lapangan Terbang Miri 98000 Miri Sarawak Malaysia TEL: +6085 - 614991 / 614992 / 611500 Telefax: +6085 - 613860 / 612860 / 613004
7	Types of traffic permitted (IFR/VFR)	IFR / VFR
8	Remarks	NIL

WBGR AD 2.3 OPERATIONAL HOURS

1	AD Operator	2200 - 1530 UTC Daily
2	Customs and immigration	Scheduled flight only.
3	Health and sanitation	NIL
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	2200 - 1530
6	MET Briefing Office	H24
7	ATS	2200 - 1530
8	Fuelling	SHELL: 2200 - 1330 UTC Daily. Night service on request 2 PN before 1200. PETRONAS: 2200 - 1200 UTC Daily.
9	Handling	Prior arrangement with handling agents.
10	Security	H24
11	De-icing	NIL
12	Remarks	Unscheduled movements PPR fm FIC Kota Kinabalu before 0400 daily.

WBGR AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Prior arrangement with Malaysia Airline.
2	Fuel/oil types	Jet A-1
3	Fuelling facilities/capacity	SHELL and PETRONAS and refuelling by bowsers.
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	General Aviation MAB hangar.
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

WBGR AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in town.
2	Restaurants	Airport Terminal.
3	Transportation	Taxi from 2100 - 1530
4	Medical facilities	Miri Hospital.
5	Bank and Post Office	Auto Teller Machine (ATM) at Airport and Post Office in town
6	Tourist Office	NIL
7	Remarks	NIL

WBGR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 7
2	Rescue equipment	Adequately provided as recomended by ICAO.
3	Capability for removal of disabled aircraft	With arrangement with the respective airline and ground handler. a) Largest aircraft - B738 / B38M
4	Remarks	1. All Airport Fire & Rescue Service (AFRS) personnel are well trained in rescue and firefighting as well as medical first - aid. 2. Upgrading to higher category up to CAT 8 required prior arrangement notice within 7 days.

WBGR AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	Bay 1 Apron Surface: Concrete (Rigid) and Asphalt (Flexible) Strength: PCR 150 / R / C / X / U and PCR 135 / F / C / W / U Bay 1A, Bay 1B and Bay 1C Apron Surface: Concrete (Rigid) and Asphalt (Flexible) Strength: 5670 kg / no pressure limit Bay 2 Apron Surface: Concrete (Rigid) and Asphallt (Flexible) Strength: PCR 657 / R / C / W / U and PCR 548 / F / C / W / U Bay 3 Apron Surface: Concrete (Rigid) and Asphalt (Flexible) Strength: PCR 539 / R / C / X / U and PCR 448 / F / C / W / U Bay 4 Apron Surface: Concrete (Rigid) and Asphalt (Flexible) Strength: PCR 789 / R / C / X / U and PCR 645 / F / C / W / U Bay 5, Bay 6, Bay 7 **and** Bay 8 Apron Surface: Concrete (Rigid) and Asphalt (Flexible) Strength: PCR 685 / R / C / W / U and PCR 574 / F / C / W / U Bay 8R Apron Surface: Concrete (Rigid) and Asphalt (Flexible) Strength: PCR 801 / R / C / W / U and PCR 654 / F / C / W / U Bay R1, Bay R2, Bay R3, Bay R4, Bay R5 **&** Bay R6 Apron Surface: Concrete (Rigid) Strength: PCR 133 / R / A / W / U Bay R7, Bay R8 & Bay R9 Apron Surface: Concrete (Rigid) Strength: 5670 kg / no pressure limit Apron GA1 **(**G1**)** Apron Surface: Concrete (Rigid) Strength: PCR 329 / R / C / W / U Apron GA1 **(**H4, H5 **&** H6**)** Apron Surface: Concrete (Rigid) Strength: 13 tonnes Apron GA2 **(**H1, H2 **&** H3**)** Apron Surface: Concrete (Rigid) and Asphalt (Flexible) Strength: 11 tonnes
2	Taxiway width, surface and strength	Taxiway A, A1 **&** A3 Width: 23 m Surface: Asphalt (Flexible) Strength: PCR 377 / F / A / W / U Taxiway A2 **&** B2 Width: 23 m Surface: Asphalt (Flexible) Strength: PCR 410 / F / B / W / U Taxiway B **&** B1 Width: 23 m Surface: Asphalt (Flexible) Strength: PCR 448 / F / C / W / U

		Taxiway C Width: 18 m Surface: Concrete (Rigid) and Asphalt (Flexible) Strength: PCR 133 / R / A / W / U and PCR 135 / F / C / W / U Taxiway C1 Width: 18 m Surface: Asphalt (Flexible) Strength: PCR 135 / F / C / W / U Taxiway F Width: 23 m Surface: Asphalt (Flexible) Strength: PCR 292 / F / B / W / U Taxiway G Width: 15 m Surface: Asphalt (Flexible) Strength: PCR 143 / F / C / W / U Taxiway GA2 Width: 15 m Surface: Asphalt (Flexible) Strength: 11 Tonnes Aircraft Stand Taxilane C2 & C3 Width: 15 m Surface: Concrete (Rigid) Strength: PCR 133 / R / A / W / U
3	Altimeter checkpoint location and elevation	Location: At Apron Elevation: 16 m (52 ft)
4	VOR checkpoints	At TWY A1, TWY A2, TWY A3 & TWY F holding point. See AD Chart.
5	INS checkpoints	At aircraft parking stands (See AD 2-WBGR-2-3)
6	Remarks	1. Taxiway C is restricted to ATR 72, DHC-6 aircraft or smaller. 2. Parking Bays R1 - R6 is restricted to ATR 72 or DHC-6 only. 3. Parking Bays 1A - 1C and R7 - R9 is restricted to DHC-6 only. 4. TWY D and TWY E closed. 5. Taxiway F not provided with shoulder.

RWY/ Area affected	Obstacles Type Elevation Markings / LGT	Coordinates
a	b	c
	TELECOM TOWER AT KUALA BARAM, Lot 68, Perry Point, HGT 257 FT (78.30 M) AMSL. Marked and LGTD.	043442.8N 1135856.7E
	TELECOM TOWER AT PDRM Batu Niah, Pekan Batu Niah, HGT 258 FT (78.72 M) AMSL. Marked and LGTD.	034808.4N 1134506.4E
	TELECOM TOWER AT SEBAUH JUNCTION, Lot 90, Blk 28, Mile 16 Bintulu Miri, HGT 314 FT (95.72 M) AMSL. Marked and LGTD.	031427.5N 1131305.6E
	TELECOM TOWER AT BEKENU, Lot 3057, Bekenu Town District, HGT 170 FT (51.72 M) AMSL.Marked and LGTD.	040545.5N 1135742.4E
	TELECOM TOWER AT PDRM Kuala Baram, Kuala Belait Road, Sg. Tujuh, HGT 176 FT (53.72 M) AMSL. Marked and LGTD.	043513.3N 1140416.9E
	TELECOM TOWER AT MIRI - Kuala Baram Road, HGT 161 FT (49 M) AMSL. Marked and LGTD.	043418.1N 1135827.4E
	TELECOM TOWER AT BATU NIAH, HGT 243 FT (74.06 M). Marked and LGTD	034818N 1134514E
	TELECOM TOWER AT GM NG SIAN, HGT 202 FT (61.45 M) AMSL. Marked and LGTD.	043121N 1135917E
	TELECOM TOWER AT LRG,PUJUT,LUTONG, HGT 158 FT (48.18 M) AMSL. Marked and LGTD.	042533N 1140048E
	TELECOM TOWER AT TUDAN, HGT 161 FT (49 M) AMSL. Marked and LGTD.	042864N 1140048E
	TELECOM TOWER AT TANJUNG LOBANG, HGT 647 FT (197 M) AMSL. Marked and LGTD.	042150N 1135810E
	TELECOM TOWER AT KUALA BARAM, HGT 200 FT. Marked and LGTD.	043309.0N 1140110.2E
	TELECOM TOWER AT JALAN RIAM, Miri, HGT 280 FT (85.34 M) AMSL. Marked and LGTD.	042243N 1135851E
	TELECOM TOWER AT PUJUT HGT 314 FT (95.72 M) AMSL. Marked and LGTD.	042443N 1140051E
	RADAR ANTENNA, HGT 40 M (Elev. 17 M + Structure 23 M). Marked. Not LGTD.	041929.8N 1135915.8E
	Floodlight mast, HGT 25 M at North West corner of main apron.	-
	BUILDING at 1.3 NM North East of Miri Airport, height 134 FT AMSL.	042041.7N 1135937.8E
	Covered walkway located at parking apron for passengers boarding/disembarking at bay R1 to Bay R13	041931.54N 1135907.26E 041935.43N 1135909.26E 041938.70N 1135910.84E
	TELECOM TOWER, HGT 443 FT (135.03 M) AMSL. BRG 342°, DIST 4535 M FM ARP. Marked and lighted.	042150.7N 1135831.8E
	BUILDING HGT 266 FT (81.08 M) AMSL. BRG 355°, DIST 4576 M FM ARP. Marked and LGTD.	042153.9N 1135903.7E
	TRANSMISSION TOWER HGT 40 M AMSL.	042034N 1135938E
	TRANSMISSION TOWER Tower HGT 38 M AMSL	042032N 1135935E
	37 transmission towers (with cables) erected within 5 NM radius of Miri AD (North-east) between coordinates 042034N 1135938E to 042326N 1140057E (along Miri bypass road). HGT: Between 38 M to 45 M AMSL. Towers and cables are lighted and marked.	

WBGR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	AMS MIRI
2	Hours of service MET Office outside hours	H24

3	Office responsible for TAF preparation Periods of validity	AMO KUCHING H24 (0024 0606 1212 1818)
4	Trend forecast Interval of issuance	-
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	Miri APP/TWR
10	Additional information (limitation of service, etc.)	TEL: +6085 - 617712 Telefax:+6085 - 614969

WBGR AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE	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
02	024.88°T	2745 x 60	PCR 448 / F / C / X / U Asphalt (Flexible)	THR coordinates 041840.85N 1135854.94E RWY end coordinates 042001.84N 1135932.55E GUND +41.7 M	THR: 18.0 M (59.1 FT) TDZ: 18.0 M (59.1 FT)
20	204.88°T	2745 x 60	PCR 448 / F / C / X / U Asphalt (Flexible)	THR coordinates 042001.84N 1135932.55E RWY end coordinates 041840.85N 1135854.94E GUND +42 M	THR: 18 M (59 FT)

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
-0.011%	NIL	150 x 150	2925 x 280	NIL	RESA 90 M X 120 M
+0.011%	60 x 60	150 x 150	2925 x 280	NIL	RESA 90 M X 120 M

WBGR 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	IMR	110.100 MHZ	H24	042007.2N 1135935.0E	-	ILS Reference Datum: 52FT
GP/DME	IMR	334.400 MHZ CH 38X		041848.7N 1135902.8E	32 M / 105 FT	10W
DVOR/DME	VMY	113.600 MHZ CH 83X		041810.82N 1135840.89E	29.70 M / 97.42FT	4KW

WBGR AD 2.20 LOCAL AEROROME REGULATIONS

2.20.1. Minimum height over Miri town is 1500FT.

2.20.2. Helicopter inbound to Miri shall proceed via published VFR routes and VFR holds i.e. Lambir Water Works Tower & West of Tg. Lobang

2.20.3. Arriving aircraft will be allocated a stand number by SMC. General aviation aircraft will be directed to Genaral Aviation Parking Apron One (GA1) and General Aviation Parking Apron Two (GA2) or as directed by ATC.

2.20.4. Departing aircraft shall contact SMC on 121.900 MHZ for start-up clearance at least 10 minutes before departure. Departing aircraft shall obtain push-back clearance, taxi instruction and ATC clearance from SMC on 121.900 MHZ.

2.20.5. Procedures for VFR flights within Miri CTR/TMA:

a) A flight plan shall be filed for the flight concerned.
b) ATC clearance shall be obtained from Miri TWR.
c) Any deviation from ATC clearance requires prior permission.
d) The flight shall be conducted with vertical visual reference to the ground.
e) Two-way radio communication shall be established with Miri Director on 129.9MHZ (P) or 122.7MHZ (S) prior to entering the Miri CTR/TMA.
f) All VFR flights shall follow the established VFR Routes for entry and exit of the Miri CTR/TMA, as shown in Visual Chart. Any deviation outside these routes requires prior ATC permission.

2.20.6. Circuit height 1500FT. Light aircraft and Helicopters 1000FT.

2.20.7. Aircraft pushed back from Bay 1 until Bay 4 shall follow lead out line marking to face north for engine start up. Aircraft pushed back from Bay 5, Bay 6 and Bay 7 shall be as directed by ATC. For aircraft at Bay 8 and Bay 8R, pushed back is restricted to face south only.

2.20.7.1 For full code C aircraft movements at bay 2 or bay 3 with either parking bay 2 or bay 3 already occupied with code C aircraft, a wingtip marshaller shall be present to guide aircraft to ensure wingtip clearance during docking or push-back.

2.20.7.2 When Bay 8R already occupied with aircraft, no aircraft are allowed to be parked at Bay 7 and 8.

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

2.20.7.4 When Bay 1A, Bay 1B, Bay 1C is occupied with aircraft, no aircraft is allowed to be parked at Bay 1 and vice versa.

2.20.7.5 No simultaneous aircraft movement is allowed at Bay R1-R9 at one time

2.20.8. Engine run procedures for aircraft:

a) Fitted with Auxiliary Power Unit (APU)

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

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

i. Shall be permitted to start all engines before push back, except for wide-body aircraft (i.e. Airbus).

2.20.9. For aircraft departing GA2, ATC will provide start-up and taxi approvals. The pilot-in-command and aircraft marshallers shall be responsible for the safety of the aircraft with respect to all vehicles, persons and other obstructions during engine start up, power-out and taxiing, and also ensuring appropriate blast zones of helicopters down wash areas are clear during engine start-up.

2.20.10. All movements at the GA2 apron and connecting taxiway shall be 'Ground Taxiing' movements. No air taxiing (hovering) for rotor-winged aircraft is allowed.

2.20.11. All aircraft to be parked at GA1 shall ensure adequate clearance from connecting apron taxiway Foxtrot to GA2 by parking away from the Red 'Parking Limit Line'.

2.20.12. Departing aircraft on GA1 shall give way to incoming or outgoing aircraft to/from GA2.

2.20.13. All ground support facilities at GA2 shall be allocated at the designated staging area. All service vehicle at GA2 are to enter or exit apron via the designated GSE route. Vehicles crossing the taxiway linking GA1 and GA2 shall ensure adequate clearance behind the holding line marking and no aircraft traffic prior crossing.

2.20.14. Pre Coordinated Departure Arrangement (PCDA)

2.20.14.1 IFR departure will be issued ATC with initial ALT 5000 ft. Expect higher level after in contact with Miri Radar and Kinabalu Radar.

2.20.14.2 Departure aircraft to contact Miri Radar on frequency 129.9 as soon as possible after airborne before passing 2000 ft without instruction from ATC on frequency change.

WBGR AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

WBGR AD 2.22 FLIGHT PROCEDURES

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

WBGR AD 2.23 ADDITIONAL INFORMATION

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

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

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

2.23.4. Runway 20 turn pad not provided with shoulder.

2.23.5. Non- compliance of Insufficient Clearance Distances between Aircraft Stands at Bay R1 - R9 and restriction of aircraft operations at Bay 7 and Bay 8 when bay 8R is occupied by aircraft.

2.23.6. Non-compliance of Runway 20 turnpad not provided with shoulder

2.23.7. Non-compliance of Taxiway F not provided with shoulder

2.23.8. Non-compliance to CAD14 Volume 1 - Paragraphs 5.4.1.3: Table 5-5; Locations distances for taxiing guidance signs and runway exit signs exceeds the distance required to the defined pavement edges.

AERODROME/HELIPORT CHART - ICAO

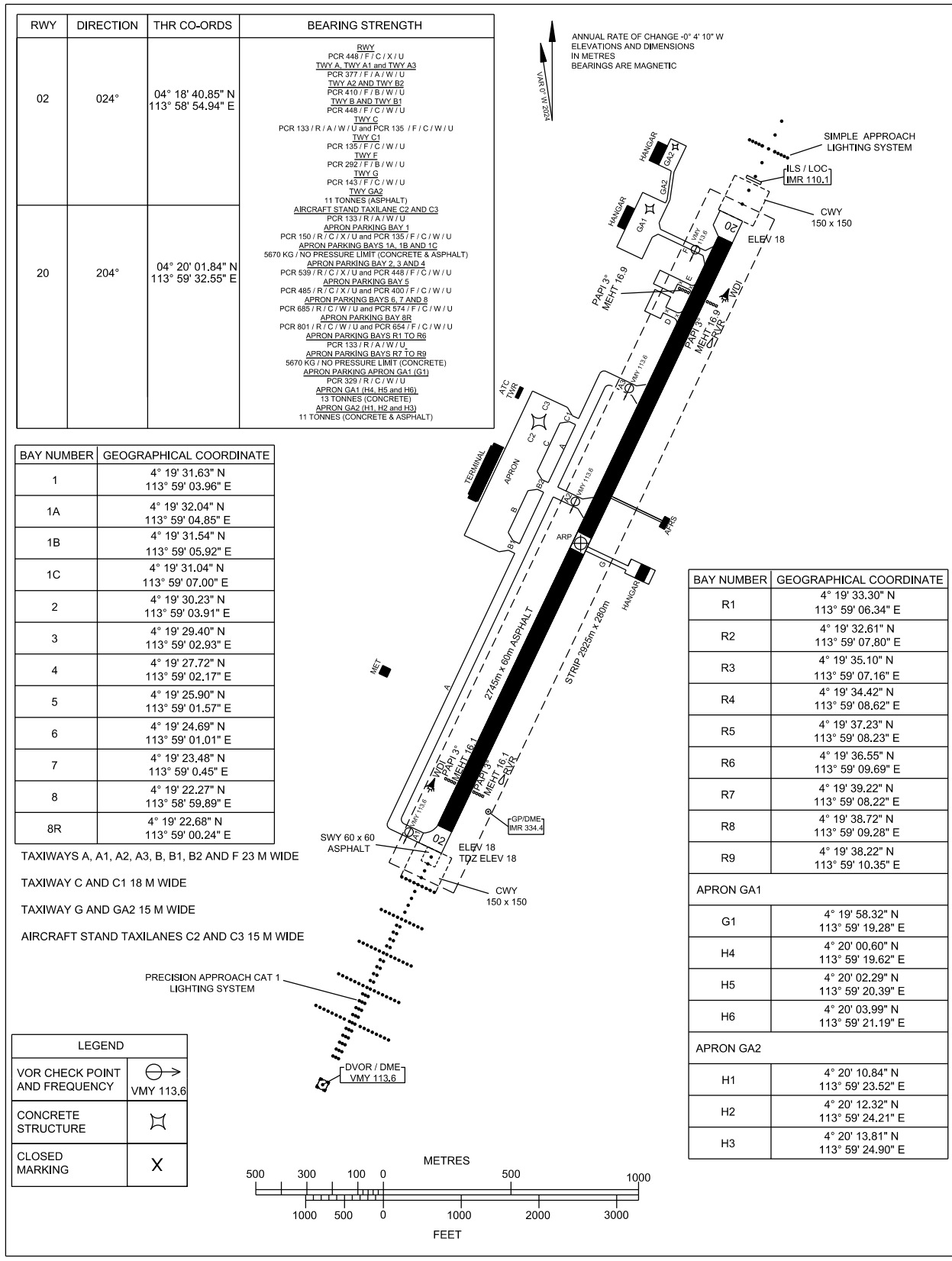
04° 19' 21" N
113° 59' 14" E

ELEV 18 M

TWR	123.30
APP	129.90
	122.70
SMC	121.90
CATIS	127.0

MIRI/MIRI AIRPORT

RWY	DIRECTION	THR CO-ORDS	BEARING STRENGTH
02	024°	04° 18' 40.85" N 113° 58' 54.94" E	RWY PCR 448 / F / C / X / U TWY A, TWY A1 and TWY A3 PCR 377 / F / A / W / U TWY A2 AND TWY B2 PCR 410 / F / B / W / U TWY B AND TWY B1 PCR 448 / F / C / W / U TWY C PCR 133 / R / A / W / U and PCR 135 / F / C / W / U TWY C1 PCR 135 / F / C / W / U TWY F PCR 292 / F / B / W / U TWY G PCR 143 / F / C / W / U TWY GA2 11 TONNES (ASPHALT) AIRCRAFT STAND TAXILANE C2 AND C3 PCR 133 / R / A / W / U APRON PARKING BAY 1 PCR 150 / R / C / X / U and PCR 135 / F / C / W / U APRON PARKING BAYS 1A, 1B AND 1C 5670 KG / NO PRESSURE LIMIT (CONCRETE & ASPHALT) APRON PARKING BAY 2, 3 AND 4 PCR 539 / R / C / X / U and PCR 448 / F / C / W / U APRON PARKING BAY 5 PCR 485 / R / C / X / U and PCR 400 / F / C / W / U APRON PARKING BAYS 6, 7 AND 8 PCR 685 / R / C / W / U and PCR 574 / F / C / W / U APRON PARKING BAY 8R PCR 801 / R / C / W / U and PCR 654 / F / C / W / U APRON PARKING BAYS R1 TO R6 PCR 133 / R / A / W / U APRON PARKING BAYS R7 TO R9 5670 KG / NO PRESSURE LIMIT (CONCRETE) APRON PARKING APRON GA1 (G1) PCR 329 / R / C / W / U APRON GA1 (H4, H5 and H6) 13 TONNES (CONCRETE) APRON GA2 (H1, H2 and H3) 11 TONNES (CONCRETE & ASPHALT)
20	204°	04° 20' 01.84" N 113° 59' 32.55" E	



BAY NUMBER	GEOGRAPHICAL COORDINATE
1	4° 19' 31.63" N 113° 59' 03.96" E
1A	4° 19' 32.04" N 113° 59' 04.85" E
1B	4° 19' 31.54" N 113° 59' 05.92" E
1C	4° 19' 31.04" N 113° 59' 07.00" E
2	4° 19' 30.23" N 113° 59' 03.91" E
3	4° 19' 29.40" N 113° 59' 02.93" E
4	4° 19' 27.72" N 113° 59' 02.17" E
5	4° 19' 25.90" N 113° 59' 01.57" E
6	4° 19' 24.69" N 113° 59' 01.01" E
7	4° 19' 23.48" N 113° 59' 0.45" E
8	4° 19' 22.27" N 113° 58' 59.89" E
8R	4° 19' 22.68" N 113° 59' 00.24" E

TAXIWAYS A, A1, A2, A3, B, B1, B2 AND F 23 M WIDE

TAXIWAY C AND C1 18 M WIDE

TAXIWAY G AND GA2 15 M WIDE

AIRCRAFT STAND TAXILANES C2 AND C3 15 M WIDE

BAY NUMBER	GEOGRAPHICAL COORDINATE
R1	4° 19' 33.30" N 113° 59' 06.34" E
R2	4° 19' 32.61" N 113° 59' 07.80" E
R3	4° 19' 35.10" N 113° 59' 07.16" E
R4	4° 19' 34.42" N 113° 59' 08.62" E
R5	4° 19' 37.23" N 113° 59' 08.23" E
R6	4° 19' 36.55" N 113° 59' 09.69" E
R7	4° 19' 39.22" N 113° 59' 08.22" E
R8	4° 19' 38.72" N 113° 59' 09.28" E
R9	4° 19' 38.22" N 113° 59' 10.35" E
APRON GA1	
G1	4° 19' 58.32" N 113° 59' 19.28" E
H4	4° 20' 00.60" N 113° 59' 19.62" E
H5	4° 20' 02.29" N 113° 59' 20.39" E
H6	4° 20' 03.99" N 113° 59' 21.19" E
APRON GA2	
H1	4° 20' 10.84" N 113° 59' 23.52" E
H2	4° 20' 12.32" N 113° 59' 24.21" E
H3	4° 20' 13.81" N 113° 59' 24.90" E

LEGEND	
VOR CHECK POINT AND FREQUENCY	VMY 113.6
CONCRETE STRUCTURE	
CLOSED MARKING	X

CHANGES: PAVEMENT BEARING STRENGTH

INTENTIONALLY BLANK

AIRCRAFT PARKING/ DOCKING CHART - ICAO

APRON ELEV 16 M

TWR	123.30
APP	129.90
	122.70
SMC	121.90
CATIS	127.0

MIRI/MIRI AIRPORT

AIRCRAFT PARKING/DOCKING STAND POSITION

INS COORDINATES FOR AIRCRAFT STANDS		AIRCRAFT TYPE
1	4° 19' 31.63" N 113° 59' 03.96" E	AT75, AT76
1A	4° 19' 32.04" N 113° 59' 04.85" E	DHC-6
1B	4° 19' 31.54" N 113° 59' 05.92" E	DHC-6
1C	4° 19' 31.04" N 113° 59' 07.00" E	DHC-6
2	4° 19' 30.23" N 113° 59' 03.91" E	A319, A320, A321 B738, B38M, E290
3	4° 19' 29.40" N 113° 59' 02.93" E	A21N, A321, A320, A319, B738
4	4° 19' 27.72" N 113° 59' 02.17" E	A332, A21N, A321, A320, A319, B738, B38M
5	4° 19' 25.90" N 113° 59' 01.57" E	A21N, A321, A320, B738, AT75
6	4° 19' 24.69" N 113° 59' 01.01" E	A21N, A321, A320, B738, AT75
7	4° 19' 23.48" N 113° 59' 0.45" E	A21N, A321, A320, B738, AT75
8	4° 19' 22.27" N 113° 58' 59.89" E	A21N, A321, A320, B738, AT75
8R	4° 19' 22.68" N 113° 59' 00.24" E	A333, B772, B762, B752
R1	4° 19' 33.30" N 113° 59' 06.34" E	AT75, AT76
R2	4° 19' 32.61" N 113° 59' 07.80" E	AT75, AT76
R3	4° 19' 35.10" N 113° 59' 07.16" E	AT75, AT76
R4	4° 19' 34.42" N 113° 59' 08.62" E	AT75, AT76
R5	4° 19' 37.23" N 113° 59' 08.23" E	AT75, AT76
R6	4° 19' 36.55" N 113° 59' 09.69" E	AT75, AT76
R7	4° 19' 39.22" N 113° 59' 08.22" E	DHC-6
R8	4° 19' 38.72" N 113° 59' 09.28" E	DHC-6
R9	4° 19' 38.22" N 113° 59' 10.35" E	DHC-6
APRON GA1		
G1	4° 19' 58.32" N 113° 59' 19.28" E	C130
H4	4° 20' 00.60" N 113° 59' 19.62" E	HELICOPTER (MI-17)
H5	4° 20' 02.29" N 113° 59' 20.39" E	HELICOPTER (MI-17)
H6	4° 20' 03.99" N 113° 59' 21.19" E	HELICOPTER (MI-17)
APRON GA2		
H1	4° 20' 10.84" N 113° 59' 23.52" E	HELICOPTER (S61)
H2	4° 20' 12.32" N 113° 59' 24.21" E	HELICOPTER (S61)
H3	4° 20' 13.81" N 113° 59' 24.90" E	HELICOPTER (S61)

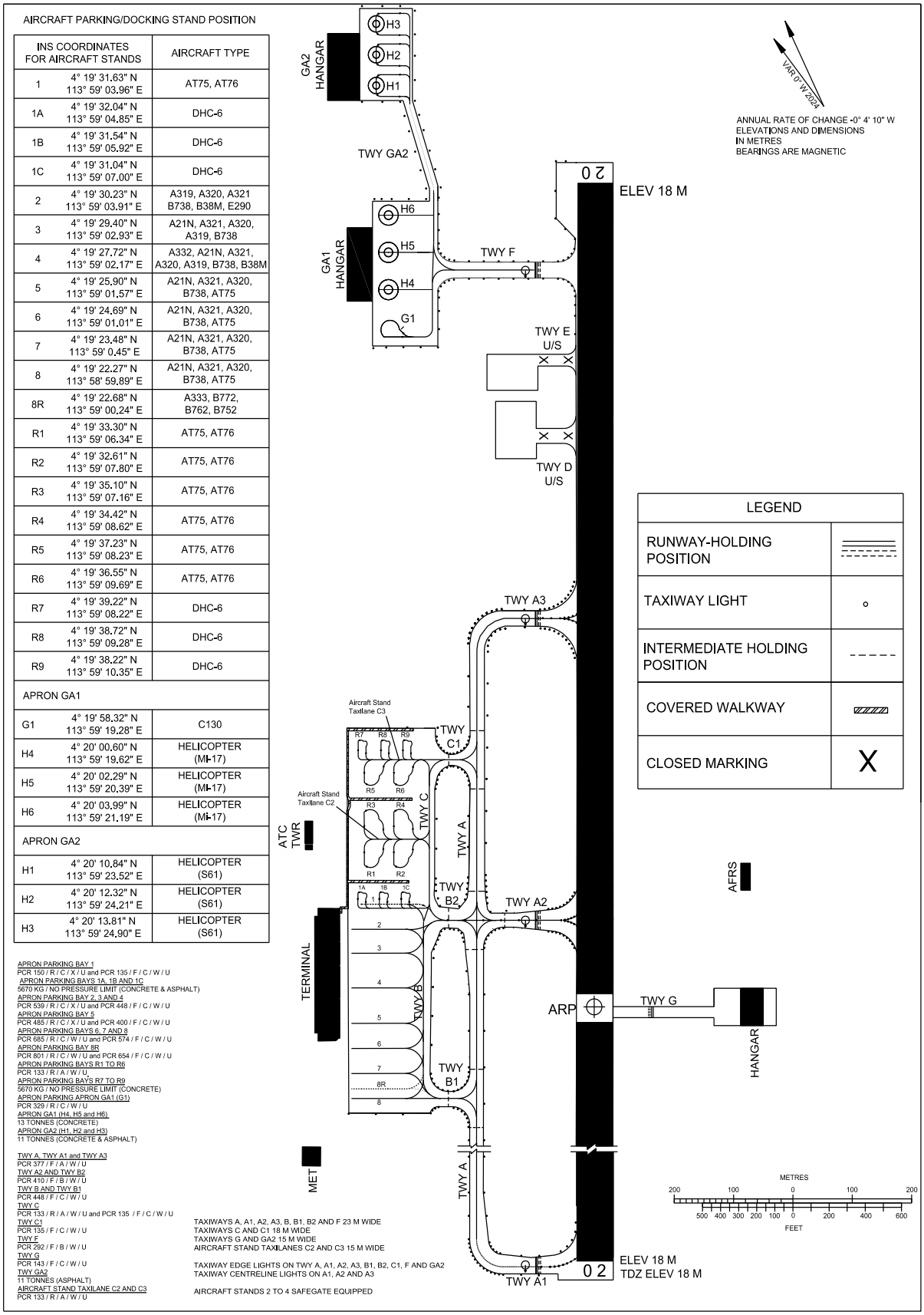
APRON PARKING BAY 1
PCR 150 / R / C / X / U and PCR 135 / F / C / W / U
APRON PARKING BAYS 1A, 1B AND 1C
5670 KG / NO PRESSURE LIMIT (CONCRETE & ASPHALT)
APRON PARKING BAY 2, 3 AND 4
PCR 539 / R / C / X / U and PCR 448 / F / C / W / U
APRON PARKING BAY 5
PCR 485 / R / C / X / U and PCR 400 / F / C / W / U
APRON PARKING BAYS 6, 7 AND 8
PCR 685 / R / C / W / U and PCR 574 / F / C / W / U
APRON PARKING BAY 8R
PCR 801 / R / C / W / U and PCR 654 / F / C / W / U
APRON PARKING BAYS R1 TO R6
PCR 133 / R / A / W / U
APRON PARKING BAYS R7 TO R9
5670 KG / NO PRESSURE LIMIT (CONCRETE)
APRON PARKING APRON GA1 (G1)
PCR 329 / R / C / W / U
APRON GA1 (H4, H5 and H6)
13 TONNES (CONCRETE)
APRON GA2 (H1, H2 and H3)
11 TONNES (CONCRETE & ASPHALT)

TWY A, TWY A1 and TWY A3
PCR 377 / F / A / W / U
TWY A2 AND TWY B2
PCR 410 / F / B / W / U
TWY B AND TWY B1
PCR 448 / F / C / W / U
TWY C
PCR 133 / R / A / W / U and PCR 135 / F / C / W / U
TWY C1
PCR 135 / F / C / W / U
TWY F
PCR 292 / F / B / W / U
TWY G
PCR 143 / F / C / W / U
TWY GA2
11 TONNES (ASPHALT)
AIRCRAFT STAND TAXILANE C2 AND C3
PCR 133 / R / A / W / U

TAXIWAYS A, A1, A2, A3, B, B1, B2 AND F 23 M WIDE
TAXIWAYS C AND C1 18 M WIDE
TAXIWAYS G AND GA2 15 M WIDE
AIRCRAFT STAND TAXILANES C2 AND C3 15 M WIDE

TAXIWAY EDGE LIGHTS ON TWY A, A1, A2, A3, B1, B2, C1, F AND GA2
TAXIWAY CENTRELINE LIGHTS ON A1, A2 AND A3

AIRCRAFT STANDS 2 TO 4 SAFEGATE EQUIPPED



CHANGES: PAVEMENT BEARING STRENGTH
UPDATE AIRCRAFT TYPE
TYPE OF VDGS

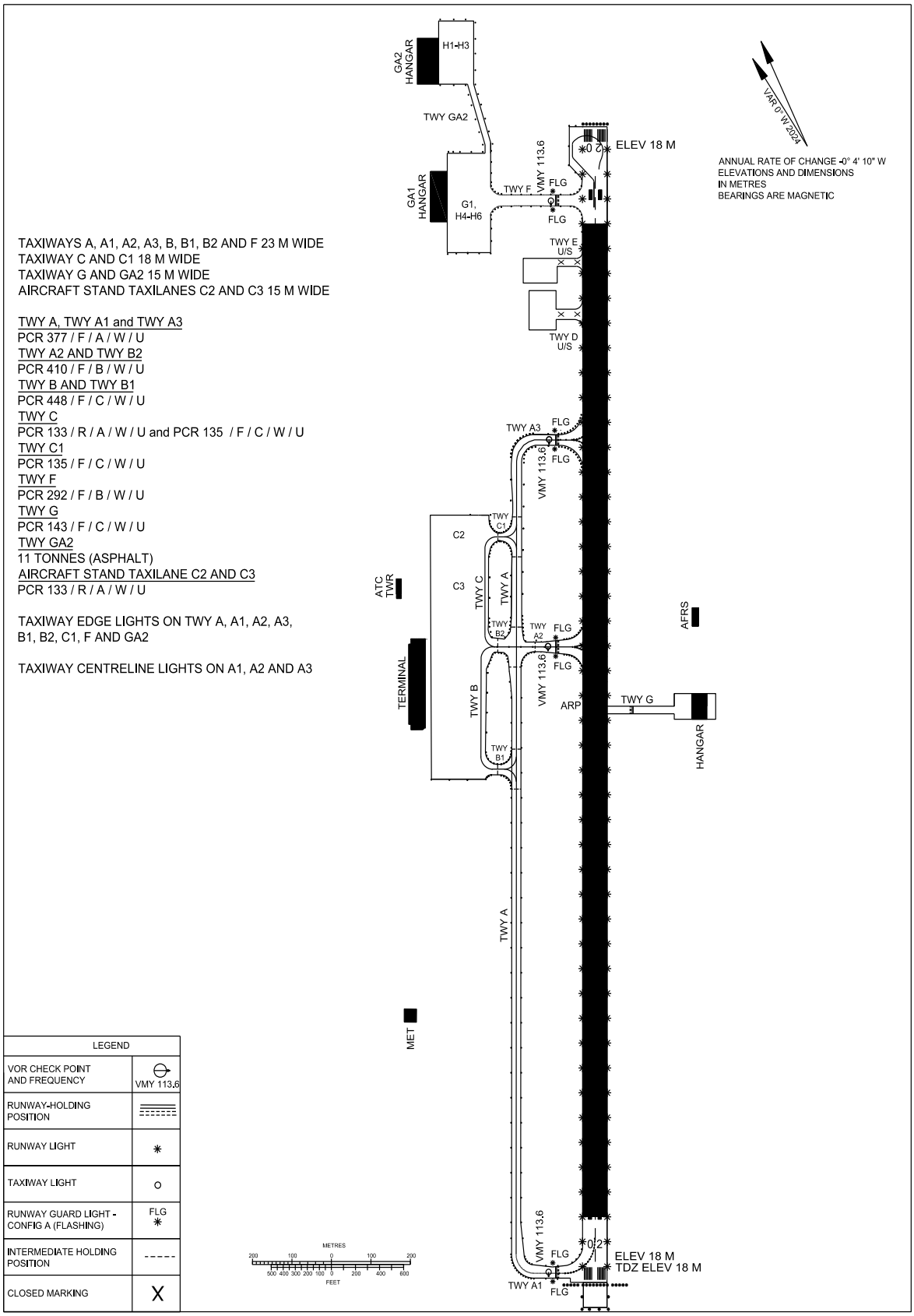
INTENTIONALLY BLANK

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV
16 M

TWR	123.30
APP	129.90
	122.70
SMC	121.90
CATIS	127.0

MIRI/MIRI AIRPORT



TAXIWAYS A, A1, A2, A3, B, B1, B2 AND F 23 M WIDE
TAXIWAY C AND C1 18 M WIDE
TAXIWAY G AND GA2 15 M WIDE
AIRCRAFT STAND TAXILANES C2 AND C3 15 M WIDE

TWY A, TWY A1 and TWY A3
PCR 377 / F / A / W / U
TWY A2 AND TWY B2
PCR 410 / F / B / W / U
TWY B AND TWY B1
PCR 448 / F / C / W / U
TWY C
PCR 133 / R / A / W / U and PCR 135 / F / C / W / U
TWY C1
PCR 135 / F / C / W / U
TWY F
PCR 292 / F / B / W / U
TWY G
PCR 143 / F / C / W / U
TWY GA2
11 TONNES (ASPHALT)
AIRCRAFT STAND TAXILANE C2 AND C3
PCR 133 / R / A / W / U

TAXIWAY EDGE LIGHTS ON TWY A, A1, A2, A3, B1, B2, C1, F AND GA2

TAXIWAY CENTRELINE LIGHTS ON A1, A2 AND A3

LEGEND	
VOR CHECK POINT AND FREQUENCY	VMY 113.6
RUNWAY-HOLDING POSITION	
RUNWAY LIGHT	*
TAXIWAY LIGHT	o
RUNWAY GUARD LIGHT - CONFIG A (FLASHING)	FLG *
INTERMEDIATE HOLDING POSITION	-----
CLOSED MARKING	X

CHANGES: PAVEMENT BEARING STRENGTH

INTENTIONALLY BLANK

WBGK AD 2.1 AERODROME LOCATION INDICATOR AND NAME

WBGK - MUKAH

WBGK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

WBGK AD 2.3 OPERATIONAL HOURS

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

WBGK AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/oil types	NIL
3	Fuelling facilities/capacity	NIL
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	Handling Services and Facilities arrangement By Air Borneo (Agent)

WBGK AD 2.5 PASSENGER FACILITIES

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

WBGK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 5
2	Rescue equipment	Adequately provided as recommended by ICAO
3	Capability for removal of disabled aircraft	With arrangement with the respective airline and ground handler. Largest Aircraft - ATR 72
4	Remarks	All Airport Fire & Rescue Service (AFRS) personnel are trained in rescue and fire-fighthing as well as medical first-aid

WBGK AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	Bay 1 **and Bay** 1A Surface : Concrete (Rigid) and Asphalt (Flexible) Strength : PCR 320 / R / B / W / T and PCR 620 / F / C / X / T **Bay** 2**, Bay**3 **and Bay** 3A Surface : Concrete (Rigid) and Asphalt (Flexible) Strength : PCR 330 / R / B / W / T and PCR 620 / F / C / X / T H1 **and** H2 Surface : Concrete (Rigid) Strength: PCR 330 R / B / W / T

		H3 Surface : Concrete (Rigid) Strength : PCR 390 / R / B / W / T
2	Taxiway width, surface and strength	Taxiway A Width: 15 M Surface: Asphalt (Flexible) Strength: PCR 930 / F / B / X / T Taxiway A1 Width : 9 M Surface : Asphalt (Flexible) Strength : PCR 620 / F / C / X / T Aircraft Stand Taxilane Width : 15 M Surface : Asphalt (Flexible) Strength: PCR 620 / F / C / X / T
3	Altimeter checkpoint location and elevation	Location: At Parking Apron Elevation: 4 M (13 FT)
4	VOR checkpoints	At TWY Holding Point. See AD chart.
5	INS checkpoints	At aircraft parking stands (See AD 2-WBGK-2-3)
6	Remarks	NIL

WBGK AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY Guidelines and visual docking/parking guidance system of aircraft stands	Taxiing guidance signs at all intersections with TWY and RWY and at all holding positions. Guide lines at apron.. Nose-in guidance at aircraft stands
2	RWY and TWY markings and LGT	RWY markings :Designation, threshold, centre line, side stripes, transverse stripe, touchdown zone, aiming point and runway turn pad markings. RWY LGT : Threshold, edge and end lights. TWY markings : Centre line, enhanced taxiway centre line, taxi side stripe, runway-holding position, intermediate holding position, transverse stripe and VOR aerodrome checkpoint markings. TWY LGT : Edge lights
3	Stop bars	NIL
4	Other runway protection measures	NIL
5	Remarks	NIL

WBGK AD 2.10 AERODROME OBSTACLES

IN APCH / TKOF AREAS			IN CIRCLING AREAS AND AT AD		Remarks
1			2		3
RWY NR/Area affected	**Obstacle type Elevation Markings/LGT**	**Coordinates**	**Obstacle type Elevation Markings/LGT**	**Coordinates**	
a	**b**	**c**	**a**	**b**	
15 APCH 33 TKOF	DVOR/DME Antenna 11.47 M / 37.63 FT Lighted at night	025334.33N 1120210.00E	WDI RWY 15 4 m / 6 m Marked and Lighted	025306.0N 1120225.8E	

IN APCH / TKOF AREAS			IN CIRCLING AREAS AND AT AD		Remarks
1			2		3
RWY NR/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
	Lightning Arrestor 17.25 M / 56.59 FT		ANEMOMETER 14.55 M / 47.73 FT LGTD	025255.10N 1120231.86E	
			WDI RWY 33 5 m / 6 m Marked and Lighted	025241.3N 1120242.5E	
			Control Tower VHF RX Antenna 37.32 M / 122.41 FT	025312.31N 1120240.43E	
			HF antenna mast 21.48 M / 70.45 FT	025312.83N 1120240.29E	
			VHF TX antenna mast 24.29 M / 79.67 FT	025257.01N 1120248.02E	
			MET wind mast 16.40 M / 53.79 FT	025322.68N 1120235.43E	
			RVR mast A 6.66 M / 21.84 FT	025303.89N 1120225.93E	
			RVR mast B 6.44 M / 21.12 FT	025242.33N 1120240.49E	

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

WBGK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and operational hours	ABN: Available on top of Control Tower, Rotating Green and White 20 to 30 per minute. ON during adverse weather conditions. IBN : NIL
2	LDI location and LGT Anemometer location and LGT	LDI: NIL Anemometer: 750 M from THR RWY 15 on right side, 83 M from RWY centre line and lighted. At wind-direction indicator (WDI). RWY 15 : 290.8 M from THR on right side, 83.7 M from RWY centreline and lighted. RWY 33 : 290.2 M from THR on left side, 83.8 M from RWY centre line and lighted.
3	TWY edge and centre line lighting	TWY edge lights - TWY A and TWY A1 TWY centreline lights - NIL
4	Secondary power supply/switch-over time	Secondary power supply: Available Switch-over time: Maximum 15 seconds
5	Remarks	Apron flood lighting provided.

WBGK AD 2.16 HELICOPTER LANDING AREA

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

WBGK AD 2.17 ATS AIRSPACE

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

WBGK AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
SMC	MUKAH GROUND	118.075 MHZ		
TWR	MUKAH TOWER	118.300 MHZ (P) 118.425 MHZ (S)		

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
Emergency	MUKAH TOWER	*121.50 MHZ		Emergency frequency
ATIS	MUKAH INFORMATION	126.200 MHZ		

WBGK AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, CAT of ILS/MLS (For VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DVOR/DME	VMH	115.300 MHZ CH 100X	H24	025334.33N 1120210.00E	11.47 M / 37.63 FT	100W

WBGK AD 2.20 LOCAL AERODROME REGULATIONS

2.20.1 Circuit Patterns

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

a) Circuit altitude:-

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

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

2.20.2 Procedure for VFR flights within the Mukah CTR

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

2.20.3 Arriving Aircraft Parking Arrangement

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

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

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

WBGK AD 2.21 NOISE ABATEMENT PROCEDURES

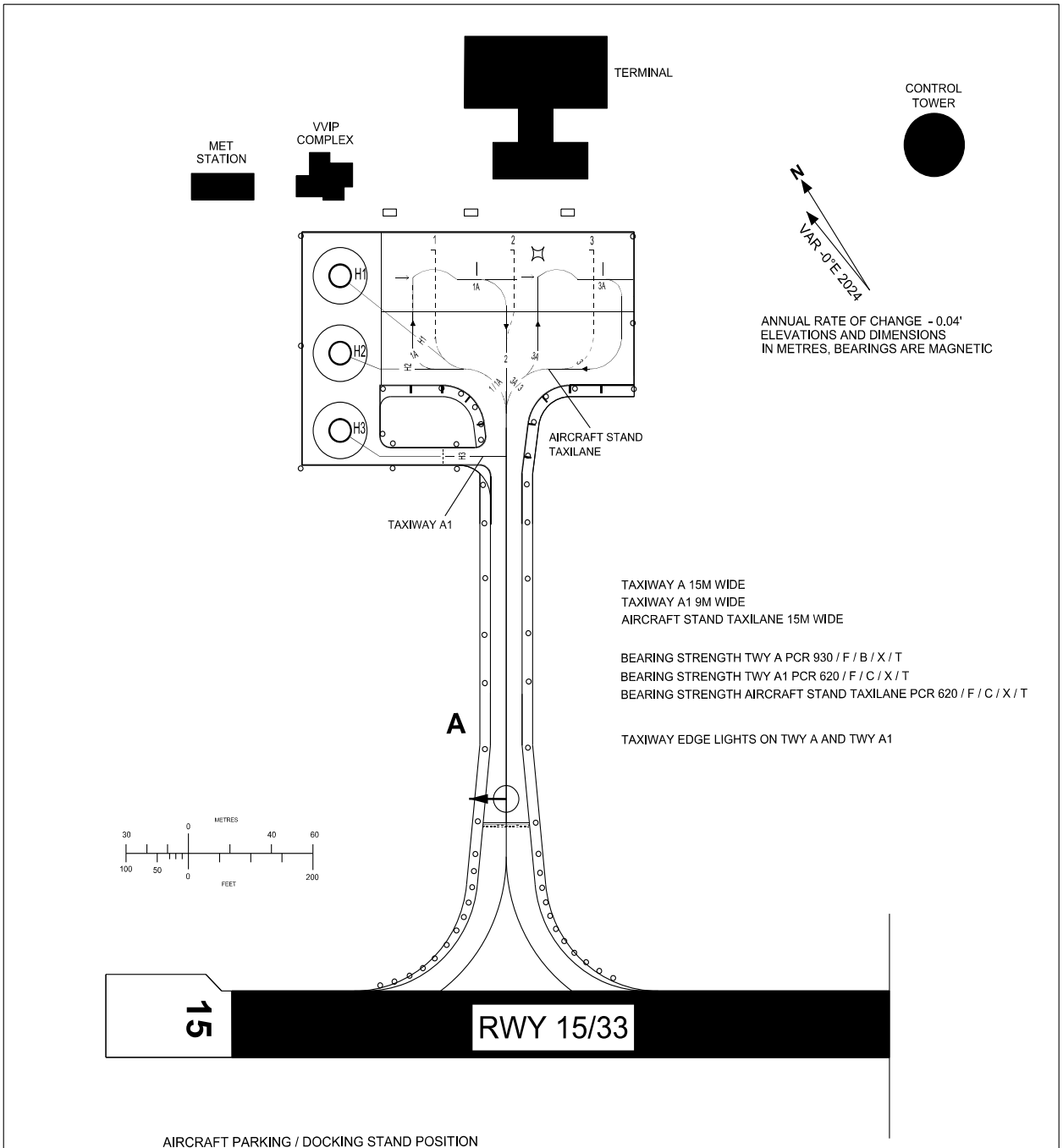
NIL

AIRCRAFT PARKING/ DOCKING CHART - ICAO

APRON ELEV
4 M

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

MUKAH/MUKAH AIRPORT



AIRCRAFT PARKING / DOCKING STAND POSITION

INS COORDINATES FOR AIRCRAFT STAND			SURFACE & STRENGTH	AIRCRAFT TYPE
BAY 1	02° 53' 17.59" N	112° 02' 34.95" E	PCR 320 / R / B / W / T & PCR 620 / F / C / X / T	AT75
BAY 2	02° 53' 16.58" N	112° 02' 35.64" E	PCR 330 / R / B / W / T & PCR 620 / F / C / X / T	AT75
BAY 3	02° 53' 15.57" N	112° 02' 36.32" E	PCR 330 / R / B / W / T & PCR 620 / F / C / X / T	AT75
BAY 1A	02° 53' 16.80" N	112° 02' 34.96" E	PCR 320 / R / B / W / T & PCR 620 / F / C / X / T	AT75, DHC6
BAY 3A	02° 53' 15.19" N	112° 02' 36.05" E	PCR 330 / R / B / W / T & PCR 620 / F / C / X / T	AT75, DHC6
H1	02° 53' 18.59" N	112° 02' 33.82" E	PCR 330 / R / B / W / T	Helicopter (EC725)
H2	02° 53' 17.95" N	112° 02' 32.88" E	PCR 330 / R / B / W / T	Helicopter (EC725)
H3	02° 53' 17.31" N	112° 02' 31.94" E	PCR 390 / R / B / W / T	Helicopter (EC725)

LEGEND	
AIRCRAFT STAND	3
RUNWAY-HOLDING POSITION	
INTERMEDIATE HOLDING POSITION	
CONCRETE STRUCTURE	
VOR CHECK POINT AND FREQUENCY	VMH 115,3

CHANGES: REMOVE RUNWAY GUARD LIGHTS

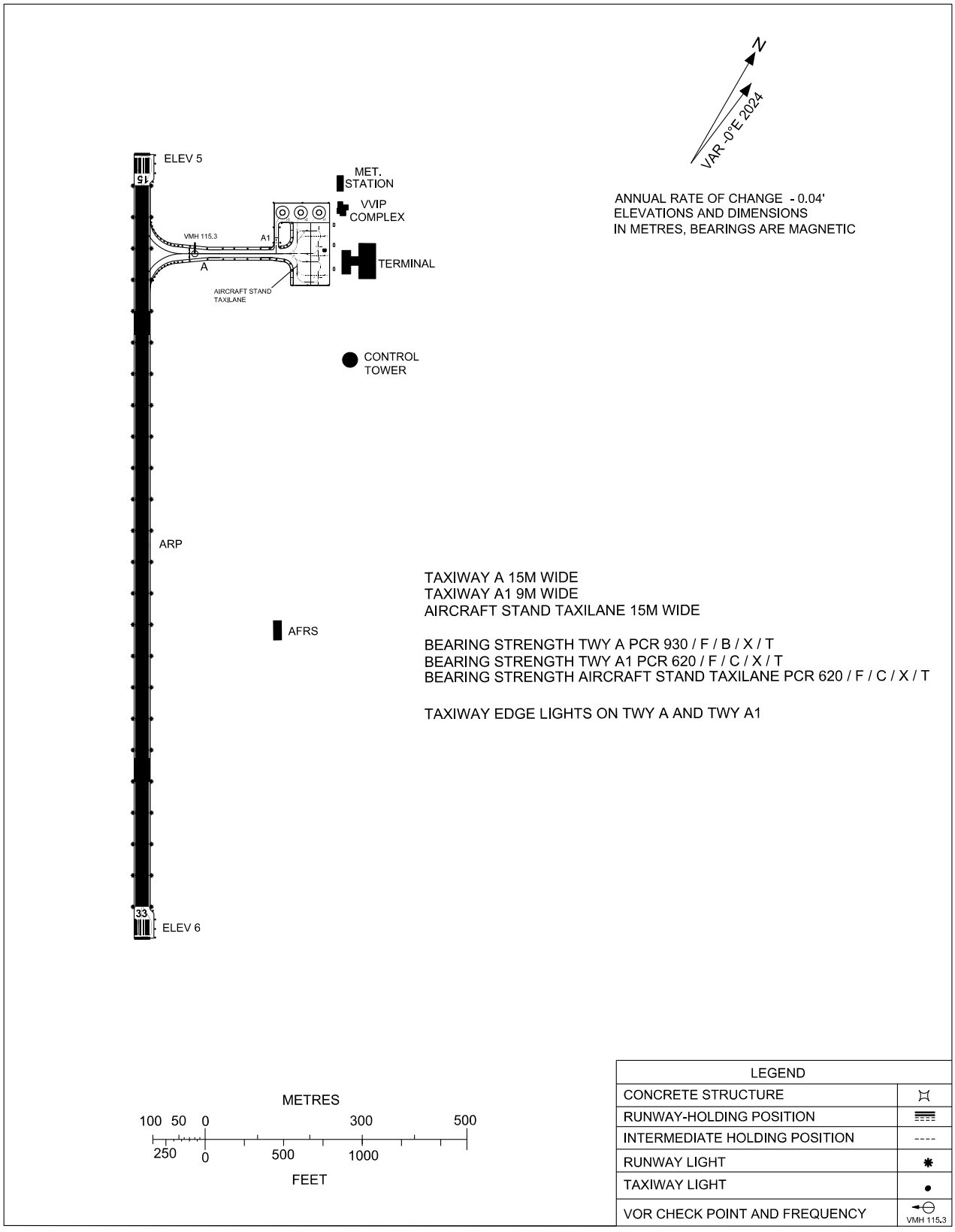
INTENTIONALLY BLANK

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV
4 M

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

MUKAH/MUKAH AIRPORT



CHANGES: REMOVE RUNWAY GUARD LIGHTS

INTENTIONALLY BLANK

WBKT AD 2.1 AERODROME LOCATION INDICATOR AND NAME

WBKT - KUDAT

WBKT AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	065525N 1165016E Site: 90.474M from RWY Centreline and 15.517M from edge of pavement helipad.
2	Direction and distance from (city)	1.746KM (0.94NM) Bearing 359°40'32" from Kudat Hospital.
3	Elevation/Reference temperature	6.269M(20.6FT) / 29°C
4	Geoid undulation at AD ELEV PSN	+49.448M
5	MAG VAR/Annual change	0° W (2017) -0.09° decreasing
6	AD operator, address, telephone, telefax, e-mail address, AFS and website address	Operator: Malaysia Airports Sdn Bhd Padang Terbang Kudat Kota Kinabalu,Sabah,Malaysia ATC Services: Not Available
7	Types of traffic permitted (IFR/VFR)	VFR
8	Remarks	FIS available through Kota Kinabalu Tower

WBKT AD 2.3 OPERATIONAL HOURS

1	AD Operator	0001 - 0900
2	Customs and immigration	NIL
3	Health and sanitation	Available on request.
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	NIL
6	MET Briefing Office	NIL
7	ATS	NIL
8	Fuelling	NIL
9	Handling	Handling facilities available prior arrangement.
10	Security	H24
11	De-icing	NIL
12	Remarks	Operations beyond operational hours (0900 UTC) required four (4) hours prior notice. Maximum operational hours until sunset.

WBKT AD 2.4 HANDLING SERVICES AND FACILITIES

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

WBKT AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotel in town
2	Restaurants	Restaurant in town
3	Transportation	Local buses and local transports
4	Medical facilities	Kudat Hospital in town
5	Bank and Post Office	Bank and Post Office available in town
6	Tourist Office	Tourist Office in town
7	Remarks	NIL

WBKT AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	NIL
2	Rescue equipment	Available 4 x 4 vehicle equipped with DCP 50KG (2 Unit) and 9KG (2 Unit)
3	Capability for removal of disabled aircraft	NIL
4	Remarks	Service provided AFRS and supported by Fire Fighting Volunteer Association (PBS).

WBKT AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	BAY 1 Surface: Asphalt (Flexible) Strength: NIL
2	Taxiway width, surface and strength	NIL
3	Altimeter checkpoint location and elevation	NIL
4	VOR checkpoints	NIL
5	INS checkpoints	NIL
6	Remarks	NIL

WBKT AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Yellow taxiing guidelines at apron. Nose wheel guidance line for parking bay.
2	RWY and TWY markings	RWY:, Runway designation, Threshold,Centre line, and Side Stripe TWY: Centreline and RWY Holding Position Marking LGT not available
3	Stop bars	NIL
4	Remarks	NIL