MALAYSIA

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

AIP AMDT
02/26
Effective Date: 19 MAY 2026
Publication Date: 19 MAY 2026

This AIP AMDT 02/26 contains:

GEN 0.3-1 To 4	Record Of AIP Supplements
GEN 0.4-1 To 14	Checklist Of AIP Pages
GEN 3.2-1 to GEN 3.2-2	Updating paragraph numbering.
GEN 3.2-3, 3.2-4, 3.2-10, 3.2-11 & 3.2-14	Updating List of Aeronautical Charts.
AD 1.5-1	Updating Status of Certification for Aerodromes WMKP, WBGB and WBGK
AD 2-WMKC-1-1	Updating Remarks under AD 2.3
AD 2-WMKC-1-9 To 10	Updating ACFT Parking Arrangement at Main Apron, Procedures For Towing of Aircraft & Jet Blast Procedures.
AD 2-WMKC-1-11	Re-indexing pages
AD 2-WMKC-1-12	Regenerating list of Charts Related To An Aerodrome
AD 2-WMKD-1-11 to 12	Regenerating list of Charts Related To An Aerodrome
AD 2-WMKD-4-11	Updating VPK Holding Pattern
AD 2-WMKD-7-5	Chart symbol updates
AD 2-WMKD-7-6	Y349 to read as M763
AD 2-WMKD-7-11	The ALT constraint of 3000 ft or above applies at 15 TAC VKN BTN LR-176 and LR-192.
AD 2-WMKD-7-12	Procedure text update
AD 2-WMKD-7-13	The ALT constraint of 3000 ft or above applies at 15 TAC VKN BTN LR-180 and LR-196.
AD 2-WMKD-7-14	Procedure text update
AD 2-WMKD-8-6	Remove IAF information.
AD 2-WMKD-8-9	Remove PUPEL holding pattern.
AD 2-WMKD-8-10	Remove DODUT, PUPEL and NONAB speed limit.
AD 2-WMKK-1-3 To 7	Updating Apron and TWY Surface & Strength.
AD 2-WMKK-1-8 To 10	Re-indexing pages.
AD 2-WMKK-1-11 & 12	Update PCR value.
AD 2-WMKK-1-13 To 42	Re-indexing pages.
AD 2-WMKK-1-43 To 47	Regenerating list of Charts Related To An Aerodrome.
AD 2-WMKK-2-1,2-7 To 18 AD 2-WMKK-2-21 To 28	Updating Charts and Tabular
AD 2-WMKN-8-24	Updating Tabular
AD 2-WMKP-1-4	Updating RWY markings.
AD 2-WMKP-1-7	Updating VASIS INFO
AD 2-WMKP-1-8 To 9	Re-indexing pages
AD 2-WMKP-1-10	Updating Aircraft Operations Restrictions
AD 2-WMKP-1-12	Re-indexing pages
AD 2-WMKP-1-13	Updating AD 2.23
AD 2-WMKP-1-14 To 15	Regenerating list of Charts Related To An Aerodrome
AD 2-WMSA-1-15	Diagram For Helicopter departure and arrival procedures via TWY Sierra
AD 2-WMSA-1-16	Re-indexing pages
AD 2-WBGB-1-1	Updating AD Operator & Fuelling Hours
AD 2-WBGB-1-2	Re-indexing pages
AD 2-WBGB-1-9	Updating Arriving Aircraft Parking Arrangement
AD 2-WBGB-1-10	Updating Additional INFO
AD 2-WBGB-8-4	Republished chart

AD 2-WBKS-1-1 Updating Address
AD 2-WBKS-1-2 To 3 & 6 Updating HTML Format

DESTROY			INSERT		
GEN	0.3-2	14 MAY 2026	GEN	0.3-2	19 MAY 2026
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2-WBKS-1-3	20 MAR 2025	2-WBKS-1-3	19 MAY 2026
2-WBKS-1-6	17 JUN 2025	2-WBKS-1-6	19 MAY 2026

1. Hand amendments

NIL

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

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

AIP SUP	17/26
AIC	NIL
NOTAM	A0617/26

- 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	
54/25	KUALA LUMPUR INTERNATIONAL AIRPORT (WMKK) STOPBAR LIGHTS UNSERVICEABLE AT TWY INT Q5–Q7	AD	27 NOV 2025 - UFN	
55/25	KUALA LUMPUR INTERNATIONAL AIRPORT (WMKK) SEQUENCE FLASHING LIGHT (SFL) RWY 14R	AD	27 NOV 2025 - UFN	
56/25	SANDAKAN AIRPORT (WBKS) SUSPENSION OF INSTRUMENT FLIGHT PROCEDURES FOR RUNWAY 08 AND 26	AD	27 NOV 2025 - UFN	
57/25	KOTA BHARU / SULTAN ISMAIL PETRA AIRPORT (WMKC) CLOSURE OF TAXIWAY H AND GENERAL AVIATION (GA) APRON	AD	27 NOV 2025 - UFN	
58/25	SUBANG / SULTAN ABDUL AZIZ SHAH AIRPORT (WMSA) NDB CE U/S	AD	25 DEC 2025 - UFN	

NR / Year	Subject	AIP section(s) affected	Period of validity	Cancellation record
61/25	KUANTAN AIRPORT (WMKD) ATIS U/S	AD	25 DEC 2025 - UFN	
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	
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	
17/26	KUALA LUMPUR INTERNATIONAL AIRPORT (WMKK) PAVEMENT CLASSIFICATION RATING (PCR) REVISION	AD	19 MAR 2026 - PERM	
18/26	KUANTAN AIRPORT (WMKD) KUANTAN GND FREQ 120.400 MHz U/S	AD	19 MAR 2026 - 19 MAR 2027	
19/26	KUALA LUMPUR INTERNATIONAL AIRPORT (WMKK) STOPBAR LIGHTS TWY Y1 - Y5	AD	19 MAR 2026 - 30 JUN 2026	
20/26	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 (This AIP Supplement replaces AIRAC AIP Supplement 16/26)	AD	16 APR 2026 - 01 JUL 2027	
21/26	BINTULU AIRPORT (WBGB) CONSTRUCTION OF THE NEW TAXIWAY CHARLIE AND TAXIWAY DELTA	AD	14 MAY 2026 - 03 MAY 2028	

NR / Year	Subject	AIP section(s) affected	Period of validity	Cancellation record
23/26	PENANG INTERNATIONAL AIRPORT (WMKP) PROPOSED DESIGN AND CONSTRUCT THE PAVEMENT REHABILITATION WORKS OF TAXIWAY C, TAXIWAY A AND ITS ASSOCIATED WORKS	AD	14 MAY 2026 - 14 NOV 2026	
24/26	LABUAN AIRPORT (WBKL) CLOSURE OF TWY K	AD	11 JUN 2026 - 31 JUL 2026	
25/26	LAHAD DATU AERODROME (WBKD) TRIAL IMPLEMENTATION OF AERODROME FLIGHT INFORMATION SERVICE (AFIS)	AD	11 JUN 2026 - 05 AUG 2026	
26/26	MARUDI AERODROME (WBGM) TRIAL IMPLEMENTATION OF AERODROME FLIGHT INFORMATION SERVICE (AFIS)	AD	11 JUN 2026 - 05 AUG 2026	
27/26	LAWAS AERODROME (WBGW) TRIAL IMPLEMENTATION OF AERODROME FLIGHT INFORMATION SERVICE (AFIS)	AD	11 JUN 2026 - 05 AUG 2026	

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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

Page	Date
2-WBKL-7-4	16 AUG 2018
2-WBKL-7-5	08 DEC 2022
2-WBKL-7-6	08 DEC 2022
2-WBKL-7-7	08 DEC 2022
2-WBKL-7-8	16 AUG 2018
2-WBKL-8-1	08 DEC 2022
2-WBKL-8-2	08 DEC 2022
2-WBKL-8-3	08 DEC 2022
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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	19 MAY 2026*
2-WBKS-1-2	19 MAY 2026*
2-WBKS-1-3	19 MAY 2026*
2-WBKS-1-4	25 MAR 2025
2-WBKS-1-5	25 MAR 2025
2-WBKS-1-6	19 MAY 2026*
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

Page	Date
2-WBGK-7-10	04 SEP 2025
2-WBGK-7-11	04 SEP 2025
2-WBGK-7-12	04 SEP 2025
2-WBGK-8-1	08 DEC 2022
2-WBGK-8-2	08 DEC 2022
2-WBGK-8-3	08 DEC 2022
2-WBGK-8-4	08 DEC 2022
2-WBGK-8-5	04 SEP 2025
2-WBGK-8-6	08 SEP 2022
2-WBGK-8-7	04 SEP 2025
2-WBGK-8-8	08 SEP 2022
2-WBGK-8-9	04 SEP 2025
2-WBGK-8-10	08 SEP 2022
2-WBGK-8-11	04 SEP 2025
2-WBGK-8-12	08 SEP 2022
LONG AKAH	
2-WBGA-1-1	26 MAR 2020
2-WBGA-1-2	26 MAR 2020
2-WBGA-1-3	25 MAR 2025
2-WBGA-1-4	26 MAR 2020
2-WBGA-1-5	26 MAR 2020
2-WBGA-1-6	26 MAR 2020
2-WBGA-2-1	26 MAR 2020
2-WBGA-2-2	26 MAR 2020
2-WBGA-2-3	26 MAR 2020
2-WBGA-2-4	26 MAR 2020
LONG BANGA	
2-WBGL-1-1	16 AUG 2018
2-WBGL-1-2	26 MAR 2020
2-WBGL-1-3	26 MAR 2020
2-WBGL-1-4	26 MAR 2020
2-WBGL-1-5	26 MAR 2020
2-WBGL-1-6	26 MAR 2020
2-WBGL-2-1	26 MAR 2020
2-WBGL-2-2	26 MAR 2020
2-WBGL-2-3	26 MAR 2020
2-WBGL-2-4	26 MAR 2020
MARUDI	
2-WBGM-1-1	23 MAY 2023
2-WBGM-1-2	20 MAR 2025
2-WBGM-1-3	25 MAR 2025
2-WBGM-1-4	25 MAR 2025
2-WBGM-1-5	25 MAR 2025
2-WBGM-1-6	25 MAR 2025
2-WBGM-1-7	28 FEB 2023
2-WBGM-1-8	28 FEB 2023
2-WBGM-2-1	20 MAR 2025
2-WBGM-2-2	28 MAR 2019
2-WBGM-2-3	20 MAR 2025
2-WBGM-2-4	28 MAR 2019
BAKELALAN	
2-WBGQ-1-1	26 MAR 2020
2-WBGQ-1-2	26 MAR 2020
2-WBGQ-1-3	26 MAR 2020
2-WBGQ-1-4	26 MAR 2020
2-WBGQ-1-5	26 MAR 2020
2-WBGQ-1-6	26 MAR 2020
2-WBGQ-2-1	26 MAR 2020
2-WBGQ-2-2	26 MAR 2020
2-WBGQ-2-3	26 MAR 2020
2-WBGQ-2-4	26 MAR 2020
LAWAS	
2-WBGW-1-1	31 DEC 2024
2-WBGW-1-2	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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GEN 3.2 AERONAUTICAL CHARTS

3.2.1 Responsible Services

Civil Aviation Authority Of Malaysia provides a range of aeronautical charts for use by all types of civil aviation. The Aeronautical Information Services produces some of the charts which are part of the AIP.

The charts published in the AIP are produced in accordance with the provisions contained in the ICAO documents listed below:

Annex 4 - Aeronautical Charts.
DOC 8168 OPS/611 - Aircraft Operations Vol ll.
DOC 8697 AN/889 - Aeronautical Chart Manual.

3.2.2 MAINTENANCE OF CHARTS

3.2.2.1 The Aeronautical charts included in the AIP are kept up to date by means of necessary replacement sheets. Significant amendments or revisions in aeronautical information to other aeronautical charts are also included in the replacement sheets. Revision of the aeronautical information on all charts is constantly in progress and amended reprints are published as regularly as production resources permit.

3.2.2.2 Items of information found to be incorrect after publication will be corrected by NOTAM if they are of operational significance.

3.2.3 Purchase Arrangements

The charts as listed under paragraph 3.2.5 of this subsection may be obtained from:

Aeronautical Information Services,
Civil Aviation Authority Of Malaysia (CAAM)
Air Traffic Control Tower (Tower West)
Jalan KLIA 2/4,
64000 KLIA,
Selangor Darul Ehsan,
Malaysia

TEL:	+603 - 8778 4106
e-mail:	ais@caam.gov.my
URL:	https://www.caam.gov.my
	https://aip.caam.gov.my

3.2.4 Aeronautical Chart Series Available

3.2.4.1 The following series of aeronautical charts are produced:

a) Aerodrome Chart - ICAO
b) Aerodrome Obstacle Chart - ICAO Type A (for each runway)
c) En-Route Chart - ICAO
d) Standard Departure Chart - Instrument (SID) - ICAO
e) Standard Arrival Chart - Instrument (STAR) - ICAO
f) Instrument Approach Chart - ICAO (for each runway and procedure type)
g) Precision Approach Terrain Chart - ICAO
h) World Aeronautical Chart - ICAO

The charts currently available are listed under para 3.2.5 of this subsection.

3.2.4.2 General Description Of Each Series

a) **Aerodrome Chart - ICAO**

The chart provides flight crews with information that will facilitate the ground movement of aircraft to and from the runways and apron and to portray the major flight operation facilities at the aerodrome.

b) **Aerodrome Obstacle Chart - ICAO Type A (operating limitations)**

This chart contains detailed information on obstacles in the take-off flight path areas of aerodrome. It is shown in plan and profile view. This obstacle information, provides the data necessary to enable an operator to comply with the operating limitations of ICAO Annex 6, parts I and ll, Chapter 5.

c) **En-Route Chart - ICAO**

This chart is produced for the entire Kuala Lumpur and Kota Kinabalu FIR. The aeronautical data include all aerodromes, prohibited, restricted and danger area and the air traffic services system in detail. The chart provides the flight crew with information that will facilitate navigation along ATS routes in compliance with air traffic services procedures.

d) **Standard Departure Chart - Instrument (SID) - ICAO**

This chart is produced whenever a standard departure route - instrument has been established and cannot be shown with sufficient clarity on the Area Chart - ICAO.

The aeronautical data shown include the aerodrome of departure, aerodrome(s) which effect the designated standard departure route - instrument, prohibited, restricted and danger areas and the air traffic services system. This chart provides the flight crew with information that will enable them to comply with the designated standard departure route - instrument from the take-off phase to the en-route phase.

e) **Standard Arrival Chart - Instrument (STAR) - ICAO**

This chart is produced whenever a standard arrival route - instrument has been established and cannot be shown with sufficient clarity on the Area Chart - ICAO.

The aeronautical data shown include the aerodrome of landing, aerodrome(s) which effect the designated standard arrival route - instrument, prohibited, restricted and danger areas and the air traffic services system. This chart provides the flight crew with information that will enable them to comply with the designated standard arrival route - instrument from the en-route phase to the approach phase.

f) **Instrument Approach Chart - ICAO (for each runway and procedure type)**

This chart is produced for all aerodromes used by civil aviation where instrument approach procedures have been established. A separate Instrument Approach Chart - ICAO has been provided for each approach procedure.

The aeronautical data shown include information on aerodromes, prohibited, restricted and danger areas, radio communication facilities and navigational aids, minimum sector altitude, procedure track portrayed in plan and profile view, aerodrome operating minima, etc.

This chart provides the flight crew with information that will enable them to perform an approved instrument approach procedure to the runway of intended landing including the missed approach procedure and where applicable, associated holding patterns.

g) **Precision Approach Terrain Chart - ICAO**

This chart is produced for all runways served by Category II precision approaches.

The chart provides aircraft operating agencies with information to assess the effect of terrain in the approach path on decision height determination by the use of radar altimeter.

h) **World Aeronautical Chart - ICAO 1:1 000 000**

This series is constructed on Lambert Conformal Conic Projection with two standard parallels at 0 deg 40 min and 3 deg 20 min.The spheroid is Word Geodetic System 1984 (WGS84).The aeronautical data shown have been kept to a minimum, consistent with the use of the chart for visual air navigation.It includes a selection of aerodromes, significant obstacles, elements of the ATS system, prohibited, restricted and danger areas, and radio navigation aids.The chart provides information to satisfy visual air navigation and is also used as a pre-flight planning chart.

3.2.5 List of Aeronautical Charts Available

3.2.5.1 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	19 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	19 MAY 2026
	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

3.2.5.2 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

3.2.5.3 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

3.2.5.4 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
	RWY14L, 14R, 15 RNAV (GNSS) PMS NORTH PUGER 1K KAKAK 1K SAROX 1K NIREN 1K PULIP 1K GUPTA 1K SALAX 1K	AD 2-WMKK-7-23	10 SEP 2021
	RWY 14L, 14R, 15 RNP 1 (GNSS) PUGER 3K KAKAK 3K SAROX 3K NIREN 3K PULIP 3K GUPTA 3K SALAX 3K	AD 2-WMKK-7-27	09 MAR 2023
	RWY 14L INITIAL APPROACH PROCEDURE VIA PMS EAST / WEST / NORTH	AD 2-WMKK-7-31	08 SEP 2022
	RWY 14R RNAV (GNSS) INITIAL APPROACH PROCEDURE VIA PMS EAST / WEST / NORTH	AD 2-WMKK-7-33	30 JAN 2024
	RWY 15 INITIAL APPROACH PROCEDURE VIA PMS EAST / WEST / NORTH	AD 2-WMKK-7-35	30 JAN 2024
	RWY 32L INITIAL APPROACH PROCEDURE VIA PMS EAST / WEST / SOUTH	AD 2-WMKK-7-37	30 JAN 2024
	RWY 32R INITIAL APPROACH PROCEDURE VIA PMS EAST / WEST / SOUTH	AD 2-WMKK-7-39	30 JAN 2024
	RWY 33 INITIAL APPROACH PROCEDURE VIA PMS EAST / WEST / SOUTH	AD 2-WMKK-7-41	30 JAN 2024
	KOTA KINABALU		
	RWY 20 ARRIVALS (WEST) (RNAV 1) ADLEX 1A	AD 2-WBKK-7-1	08 DEC 2022
	RWY 20 ARRIVALS (EAST) (RNAV 1) ELADO 2A	AD 2-WBKK-7-5	07 NOV 2023
	RWY 02 ARRIVALS (WEST) (RNAV 1) ELADO 2C	AD 2-WBKK-7-9	08 DEC 2022
	RWY 02 ARRIVALS (EAST) (RNAV 1) ENBAX 1B	AD 2-WBKK-7-13	31 DEC 2024
	RWY 02 (VOR/DME) ADLEX 1D	AD 2-WBKK-7-17	08 DEC 2022
	RWY 02 (VOR/DME) ENBAX 1D	AD 2-WBKK-7-19	08 DEC 2022
	RWY 20 (VOR/DME) ADLEX 1E	AD 2-WBKK-7-21	08 DEC 2022
	RWY 20 (VOR/DME) ENBAX 1E	AD 2-WBKK-7-23	08 DEC 2022
	KUCHING		
	RWY 07 (RNAV) TEMES 1F ESBAL 1G MOXUN 1F PAPSA 1E	AD 2-WBGG-7-1	08 OCT 2024
	RWY 07 (RNAV) KIKAK 1F LUTMO 1E OROMA 1F	AD 2-WBGG-7-3	08 OCT 2024
	RWY 07 (RNAV) KIKAK 1G LUTMO 1F OROMA 1E	AD 2-WBGG-7-5	08 OCT 2024
	RWY 07 TEMES 1G ARR MOXUN 1G ARR ESBAL 1H ARR PAPSA 1F ARR	AD 2-WBGG-7-7	08 OCT 2024
	RWY 07 KIKAK 1H LUTMO 1G OROMA 1G	AD 2-WBGG-7-9	08 OCT 2024
	RWY 25 (RNAV) TEMES 1A ESBAL 1A ESBAL 1B MOXUN 1A	AD 2-WBGG-7-11	08 OCT 2024
	RWY 25 (RNAV) TEMES 1B ESBAL 1C MOXUN 1B PAPSA 1A	AD 2-WBGG-7-13	08 OCT 2024
	RWY 25 (RNAV) KIKAK 1A LUTMO 1A OROMA 1A	AD 2-WBGG-7-15	08 OCT 2024
	RWY 25 TEMES 1C ESBAL 1D MOXUN 1C PAPSA 1B	AD 2-WBGG-7-17	08 OCT 2024
	RWY 25 (VOR/DME) KIKAK 1B LUTMO 1B OROMA 1B	AD 2-WBGG-7-19	08 OCT 2024
	KUANTAN		
	RWY 18 – OSTIN 1E, PEKAN 1E, OBLIG 1E, TAXUL 1E, MEVOX 1E, DAGAD 1E	AD 2-WMKD-7-1	19 FEB 2026
	RWY 18 – OSTIN 1F, PEKAN 1F, OBLIG 1F, TAXUL 1F, MEVOX 1F, DAGAD 1F	AD 2-WMKD-7-5	19 FEB 2026
	RWY 36 – OSTIN 1G, PEKAN 1G, OBLIG 1G, TAXUL 1G, MEVOX 1G, DAGAD 1G	AD 2-WMKD-7-7	19 FEB 2026
	RWY 36 – OSTIN 1H, PEKAN 1H, OBLIG 1H, TAXUL 1H, MEVOX 1H, DAGAD 1H	AD 2-WMKD-7-11	19 MAY 2026
	RWY 36 – OSTIN 1J, PEKAN 1J, OBLIG 1J, TAXUL 1J, MEVOX 1J, DAGAD 1J	AD 2-WMKD-7-13	19 MAY 2026

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

Title of series	Name of Chart	Reference	Date
	PENANG		
	RWY 04 RNAV (GNSS) OMBOK 1E LUNTU 1E BETNU 1E GORVU 1E MADUM 1E	AD 2-WMKP-7-1	02 DEC 2025
	RWY 22 RNAV (GNSS) OMBOK 1F BETNU 1F MADUM 1F LUNTU 1F GORVU 1F	AD 2-WMKP-7-5	02 DEC 2025
	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

3.2.5.6 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 RNP Y	AD 2-WMKD-8-1	19 FEB 2026
	RWY 18 VOR/TAC Z	AD 2-WMKD-8-5	19 FEB 2026
	RWY 18 VOR/TAC Y	AD 2-WMKD-8-7	19 FEB 2026
	RWY 36 RNP Y	AD 2-WMKD-8-9	19 MAY 2026
	RWY 36 ILS Z OR LOC Z	AD 2-WMKD-8-13	19 FEB 2026
	RWY 36 ILS Y OR LOC Y	AD 2-WMKD-8-15	19 FEB 2026
	RWY 36 ILS X OR LOC X	AD 2-WMKD-8-17	19 FEB 2026
	RWY 36 VOR/TAC Z	AD 2-WMKD-8-19	19 FEB 2026
	RWY 36 VOR/TAC Y	AD 2-WMKD-8-21	19 FEB 2026
	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

AD 1.5 STATUS OF CERTIFICATION OF AERODROMES

1.5.1 STATUS OF CERTIFICATION OF AERODROMES

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

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

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

WMKC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

WMKC - KOTA BHARU/SULTAN ISMAIL PETRA

WMKC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

WMKC AD 2.3 OPERATIONAL HOURS

1	AD Operator	2330 - 1430 Daily
2	Customs and immigration	Customs: 2330 - 1430 Immigration : Prior Arrangement
3	Health and sanitation	NIL
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	2330 - 1430
6	MET Briefing Office	H24
7	ATS	2330 - 1430
8	Fuelling	Jet Fuels Sdn. Bhd. 23:00 - 09:00 UTC TEL: +6013 993 2893 / +6012 2057 459
9	Handling	Prior Arrangement
10	Security	H24
11	De-icing	NIL
12	Remarks	Operations beyond 1430 required 8 hours prior notice to: – MASB : +6012-3541610 – CAAM : +609-7739026

WMKC AD 2.4 HANDLING SERVICES AND FACILITIES

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

WMKC AD 2.5 PASSENGER FACILITIES

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

WMKC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 7
2	Rescue equipment	Adequately provided as recommended by ICAO
3	Capability for removal of disabled aircraft	With arrangement with the respective airline and ground handler. a) Largest aircraft - B38M / A21N.
4	Remarks	All Airport Fire & Rescue Service (AFRS) personnel are trained in rescue and fire-fighting as well medical first-aid.

WMKC AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

WMKC AD 2.19 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 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 Simultaneous aircraft movements at the main apron are permitted subject to ATC approval and control. All flight crew shall comply with ATC instructions at all times.

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.

2.20.3 Procedures For Towing of Aircraft.

a) The Pilot In Command or Tow Master shall contact Kota Bharu Ground on the appropriate VHF frequency prior start-up or prior towing.

b) Due to Tower line of sight problem, the Pilot-in-Command or Tow Master shall be responsible for the separation with their aircraft and the other obstruction while taxiing or being towed. ATC shall provide traffic information on other traffic when necessary.

2.20.4 Jet Blast Procedures

Jet Blast Procedures for Sultan Ismail Petra Airport are as follows:

Aircraft Stand	Standard Pushback Procedures
Bay 1	Aircraft to be pushed back facing east breakaway point abeam intersection TWY J and TWY B1 before taxiing out. Aircraft taxiing in via TWY A1 restricted to Bay 5 until Bay 9 when aircraft at Bay 1 pushed back. Aircraft on Bay 3 and Bay 4 are not allowed to push back when aircraft at Bay 1 is pushing back.
Bay 2	Aircraft to be pushed back facing east breakaway point abeam intersection TWY J and TWY B1 before taxiing out. Aircraft on Bay 3 and Bay 4 not allowed to push back when aircraft at Bay 2 is pushing back.
Bay 1 and Bay 2	When Bay 1 or Bay 2 is pushing back, any simultaneous pushback operations facing the opposite direction must maintain a minimum separation of four (4) adjacent bays.
Bay 3 to Bay 9	Simultaneous aircraft pushback operation facing the same direction must maintain a minimum separation of two (2) adjacent bays. For any simultaneous pushback operations facing the opposite direction must maintain a minimum separation of four (4) adjacent bays.

WMKC AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

WMKC AD 2.22 FLIGHT PROCEDURES

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

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

WMKC AD 2.23 ADDITIONAL INFORMATION

2.23.1. Presence Of Object In The Vicinity Of Airport

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

2.23.2. Presence of Birds In The Vicinity Of Airport

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

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

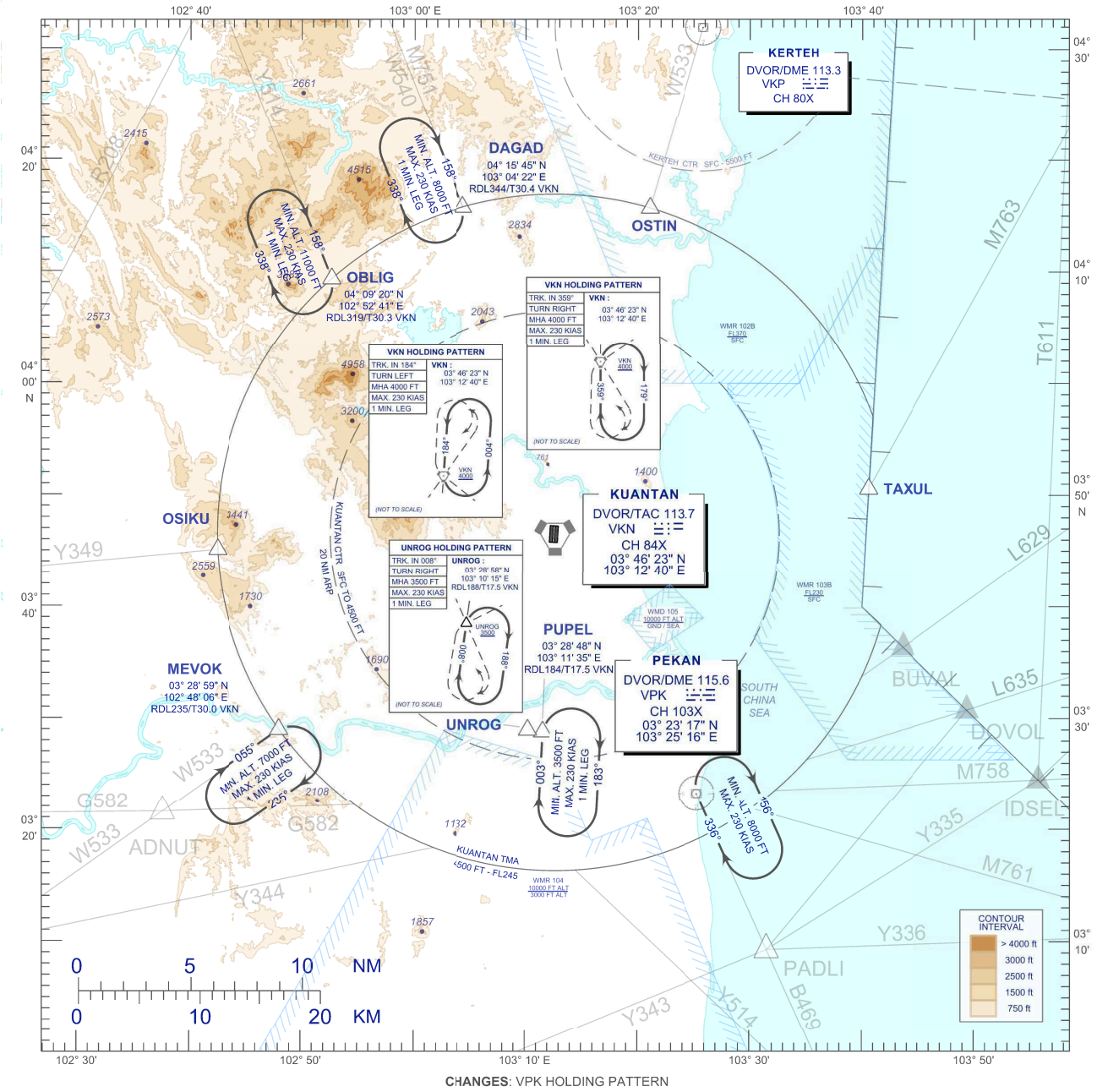
2.23.4. Kite Flying In The Vicinity Of The Airport

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

WMKC AD 2.24 CHARTS RELATED TO AN AERODROME

WMKD AD 2.24 CHARTS RELATED TO AN AERODROME

KUANTAN TMA, CTR AND ARRIVAL HOLDING AREAS



CHANGES: VPK HOLDING PATTERN

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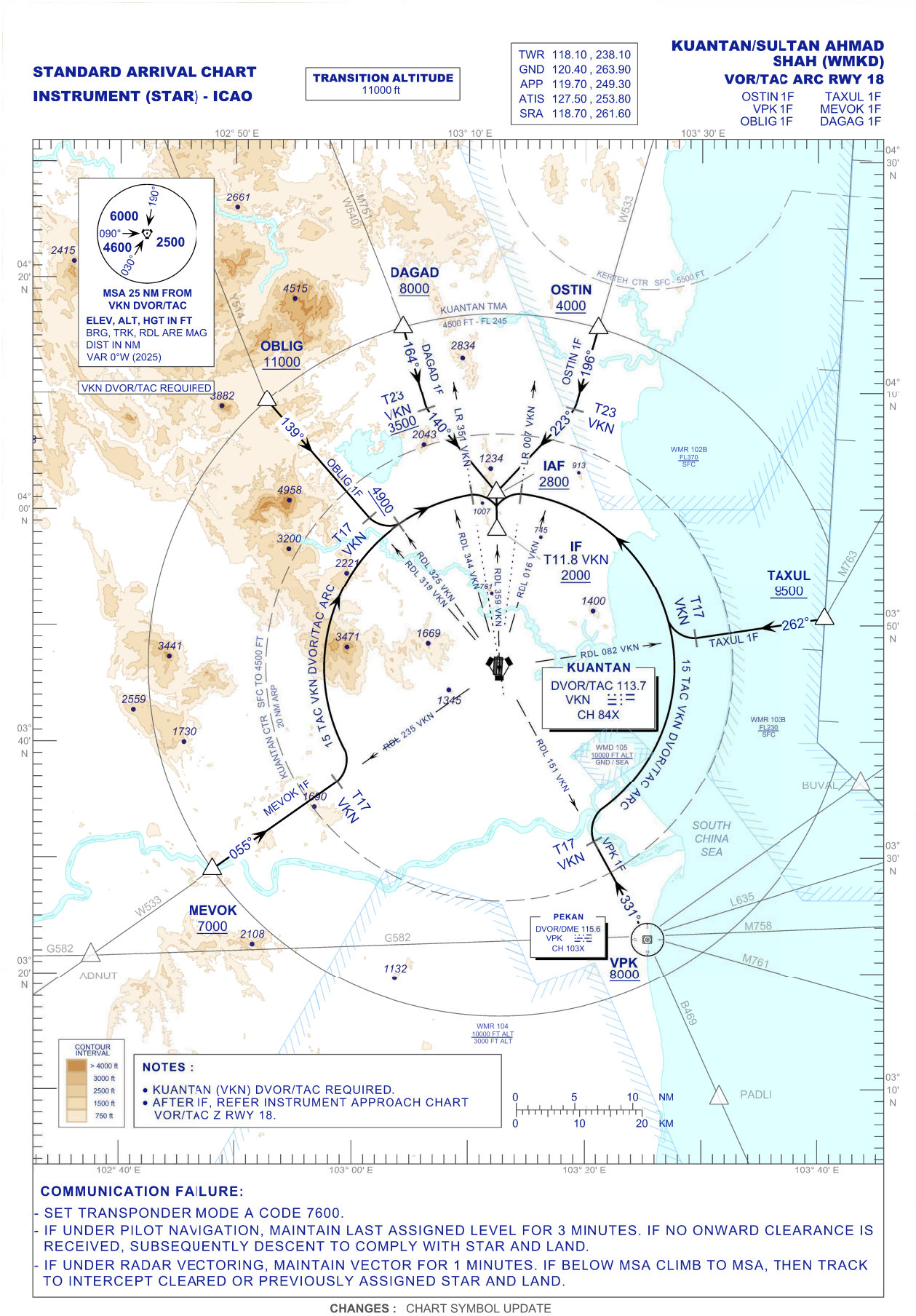


CHANGES : CHART SYMBOL UPDATE

STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
11000 ft

KUANTAN/SULTAN AHMAD SHAH (WMKD)
VOR/TAC ARC RWY 18
OSTIN 1F TAXUL 1F
VPK 1F MEVOK 1F
OBLIG 1F DAGAG 1F

TABULAR DESCRIPTION

DESIGNATOR	AIRWAYS	STAR DESCRIPTION
OSTIN ONE FOXTROT ARRIVAL (OSTIN 1F)	FROM ATS ROUTE W533	AT OSTIN TRACK INBOUND ON TR 196° (RDL 016 VKN DVOR). AT 23 TAC VKN, TURN RIGHT ON TR 223° TO INTERCEPT RDL 359 VKN DVOR FOR STRAIGHT-IN APPROACH RWY 18.
TAXUL ONE FOXTROT ARRIVAL (TAXUL 1F)	FROM ATS ROUTE M763	AT TAXUL TRACK INBOUND ON TR 262° (RDL 082 VKN DVOR). AT 17 TAC VKN, TURN RIGHT TO JOIN 15 TAC ARC VKN DVOR/TAC. THEN TURN LEFT TO INTERCEPT RDL 359 VKN DVOR FOR STRAIGHT-IN APPROACH RWY 18.
VPK ONE FOXTROT ARRIVAL (VPK 1F)	FROM ATS ROUTE B469	AT VPK TRACK INBOUND ON TR 331° (RDL 151 VKN DVOR). AT 17 TAC VKN, TURN RIGHT TO JOIN 15 TAC ARC VKN DVOR/TAC. THEN TURN LEFT TO INTERCEPT RDL 359 VKN DVOR FOR STRAIGHT-IN APPROACH RWY 18.
MEVOK ONE FOXTROT ARRIVAL (MEVOK 1F)	FROM ATS ROUTE W533	AT MEVOK TRACK INBOUND ON TR 055° (RDL 235 VKN DVOR). AT 17 TAC VKN, TURN LEFT TO JOIN 15 TAC ARC VKN DVOR/TAC. THEN TURN RIGHT TO INTERCEPT RDL 359 VKN DVOR FOR STRAIGHT-IN APPROACH RWY 18. NOTE : CROSS RDL 325 VKN DVOR 4900 FT OR ABOVE.
OBLIG ONE FOXTROT ARRIVAL (OBLIG 1F)	FROM ATS ROUTE Y514	AT OBLIG TRACK INBOUND ON TR 139° (RDL 319 VKN DVOR). AT 17 TAC VKN, TURN LEFT TO JOIN 15 TAC ARC VKN DVOR/TAC. THEN TURN RIGHT TO INTERCEPT RDL 359 VKN DVOR FOR STRAIGHT-IN APPROACH RWY 18. NOTE : CROSS RDL 325 VKN DVOR 4900 FT OR ABOVE.
DAGAD ONE FOXTROT ARRIVAL (DAGAD 1F)	FROM ATS ROUTE W540	AT DAGAD TRACK INBOUND ON TR 164° (RDL 344 VKN DVOR). AT 23 TAC VKN, TURN LEFT ON TR 140° TO INTERCEPT RDL 359 VKN DVOR FOR STRAIGHT-IN APPROACH RWY 18. NOTE : CROSS 23 TAC VKN DVOR 3500 FT OR ABOVE.

AERONAUTICAL DATA TABULATION

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

CHANGES: Y349 TO READ AS M763

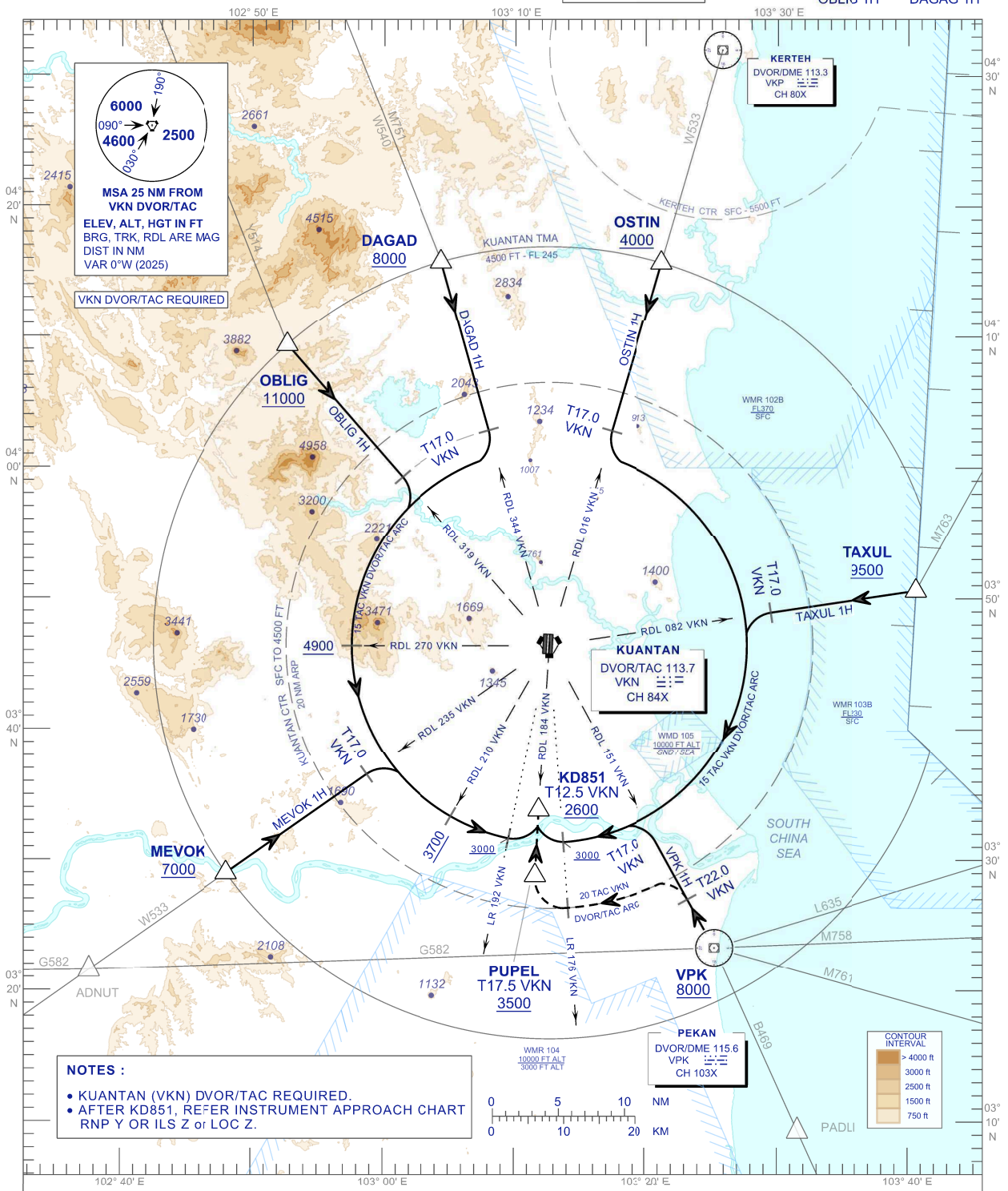
STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
11000 ft

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

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

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



NOTES :

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

0 5 10 NM
0 10 20 KM

COMMUNICATION FAILURE:

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

CHANGES: THE ALTITUDE CONSTRAINT OF 3000 FT OR ABOVE APPLIES AT 15 TAC VKN BETWEEN LR-176 AND LR-192

STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
11000 ft

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

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

TABULAR DESCRIPTION

DESIGNATOR	AIRWAYS	STAR DESCRIPTION
OSTIN ONE HOTEL ARRIVAL (OSTIN 1H)	FROM ATS ROUTE W533	AT OSTIN TRACK INBOUND ON TR 196° (RDL 016 VKN DVOR). AT 17 TAC VKN, TURN LEFT TO JOIN 15 TAC ARC VKN DVOR/VOR. THEN TURN RIGHT TO INTERCEPT RDL 184 VKN DVOR FOR STRAIGHT-IN APROACH RWY 36. NOTE : CROSS LR-176 VKN DVOR AT 3000 FT OR ABOVE.
TAXUL ONE HOTEL ARRIVAL (TAXUL 1H)	FROM ATS ROUTE Y349	AT TAXUL TRACK INBOUND ON TR 262° (RDL 082 VKN DVOR). AT 17 TAC VKN, TURN LEFT TO JOIN 15 TAC ARC VKN DVOR/TAC. THEN TURN RIGHT TO INTERCEPT RDL 184 VKN DVOR FOR STRAIGHT-IN APROACH RWY 36. NOTE : CROSS LR-176 VKN DVOR AT 3000 FT OR ABOVE.
VPK ONE HOTEL ARRIVAL (VPK 1H)	FROM ATS ROUTE B469	AT VPK TRACK INBOUND ON TR 331° (RDL 151 VKN DVOR). AT 17 TAC VKN, TURN LEFT TO JOIN 15 TAC ARC VKN DVOR/TAC. THEN TURN RIGHT TO INTERCEPT RDL 184 VKN DVOR FOR STRAIGHT-IN APROACH RWY 36. NOTE : 1. ON 15 TAC ARC VKN, CROSS LR-176 VKN AT 3000 FT OR ABOVE. 2. ALTERNATE 20 TAC VKN DVOR/TAC ARC, WHEN INSTRUCTED BY ATC.
MEVOK ONE HOTEL ARRIVAL (MEVOK 1H)	FROM ATS ROUTE W533	AT MEVOK TRACK INBOUND ON TR 055° (RDL 235 VKN DVOR). AT 17 TAC VKN, TURN RIGHT TO JOIN 15 TAC ARC VKN DVOR/TAC. THEN TURN LEFT TO INTERCEPT RDL 184 VKN DVOR FOR STRAIGHT-IN APROACH RWY 36. NOTE : 1. CROSS RDL 210 VKN DVOR AT 3700FT OR ABOVE. 2. CROSS LR-192 VKN DVOR AT 3000FT OR ABOVE.
OBLIG ONE HOTEL ARRIVAL (OBLIG 1H)	FROM ATS ROUTE Y514	AT OBLIG TRACK INBOUND ON TR 139° (RDL 319 VKN DVOR). AT 17 TAC VKN, TURN RIGHT TO JOIN 15 TAC ARC VKN DVOR/TAC. THEN TURN LEFT TO INTERCEPT RDL 184 VKN DVOR FOR STRAIGHT-IN APROACH RWY 36. NOTE : 1. CROSS RDL 270 VKN DVOR AT 4900 FT OR ABOVE. 2. CROSS RDL 210 VKN DVOR AT 3700 FT OR ABOVE. 3. CROSS LR-192 VKN DVOR AT 3000 FT OR ABOVE.
DAGAD ONE HOTEL ARRIVAL (DAGAD 1H)	FROM ATS ROUTE W540	AT DAGAD TRACK INBOUND ON TR 164° (RDL 344 VKN DVOR). AT 17 TAC VKN, TURN LEFT TO JOIN 15 TAC ARC VKN DVOR/TAC. THEN TURN RIGHT TO INTERCEPT RDL 184 VKN DVOR FOR STRAIGHT-IN APROACH RWY 36. NOTE : 1. CROSS RDL 270 VKN DVOR AT 4900 FT OR ABOVE. 2. CROSS RDL 210 VKN DVOR AT 3700 FT OR ABOVE. 3. CROSS LR-192 VKN DVOR AT 3000 FT OR ABOVE.

AERONAUTICAL DATA TABULATION

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

CHANGES: THE PROCEDURE TEXT UPDATE

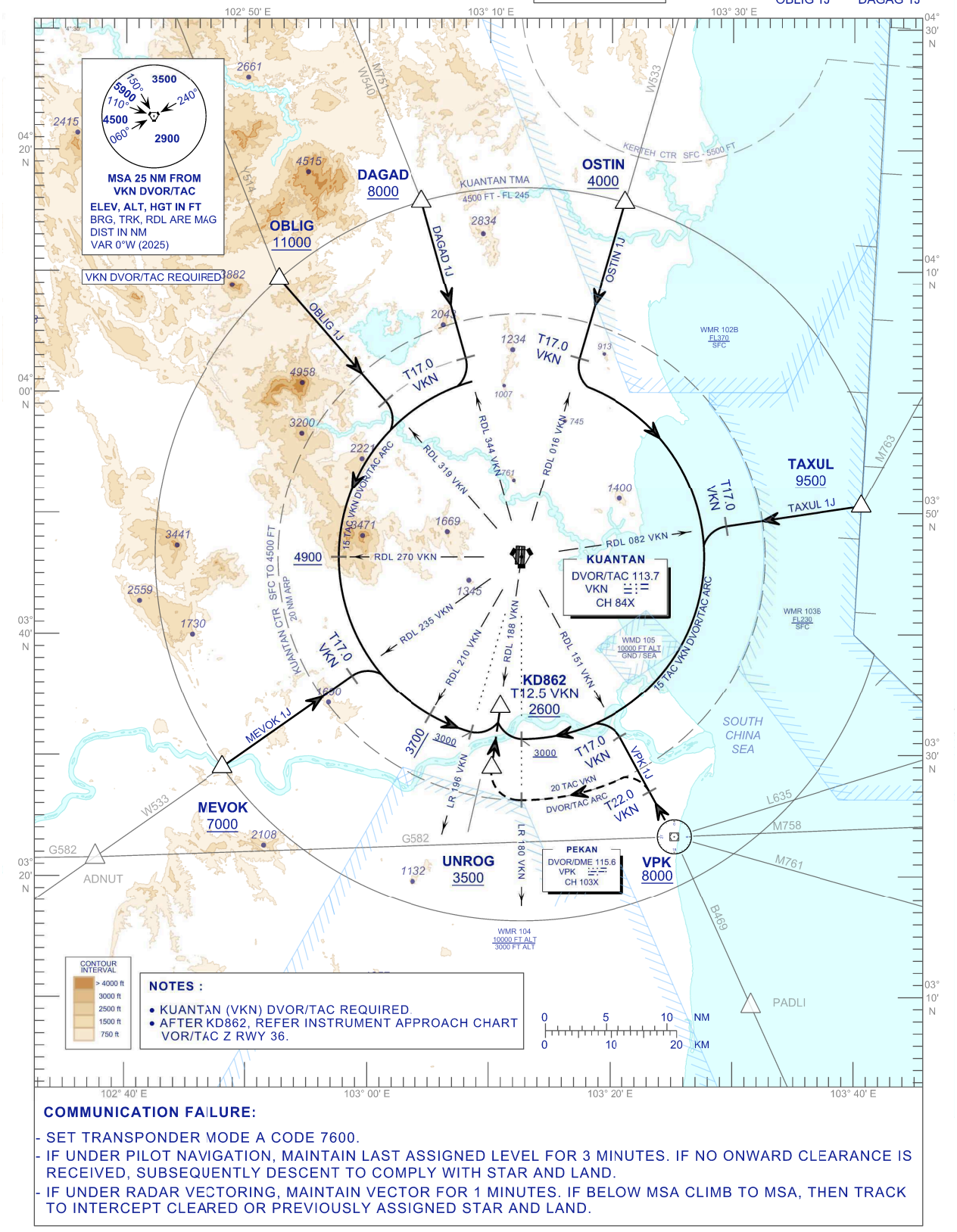
STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
11000 ft

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

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

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



NOTES :

- KUANTAN (VKN) DVOR/TAC REQUIRED.
- AFTER KD862, REFER INSTRUMENT APPROACH CHART VOR/TAC Z RWY 36.

COMMUNICATION FAILURE:

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

CHANGES: THE ALTITUDE CONSTRAINT OF 3000 FT OR ABOVE APPLIES AT 15 TAC VKN BETWEEN LR-180 AND LR-196

STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
11000 ft

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

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

TABULAR DESCRIPTION

DESIGNATOR	AIRWAYS	STAR DESCRIPTION
OSTIN ONE JULIET ARRIVAL (OSTIN 1J)	FROM ATS ROUTE W533	AT OSTIN TRACK INBOUND ON TR 196° (RDL 016 VKN DVOR). AT 17 TAC VKN, TURN LEFT TO JOIN 15 TAC ARC VKN DVOR/TAC. THEN TURN RIGHT TO INTERCEPT RDL 188 VKN DVOR FOR VOR APROACH RWY 36. NOTE : CROSS LR-180 VKN DVOR AT 3000 FT OR ABOVE.
TAXUL ONE JULIET ARRIVAL (TAXUL 1J)	FROM ATS ROUTE Y349	AT TAXUL TRACK INBOUND ON TR 262° (RDL 082 VKN DVOR). AT 17 TAC VKN, TURN LEFT TO JOIN 15 TAC ARC VKN DVOR/TAC. THEN TURN RIGHT TO INTERCEPT RDL 188 VKN DVOR FOR VOR APPROACH RWY 36. NOTE : CROSS LR-180 VKN DVOR AT 3000 FT OR ABOVE.
VPK ONE JULIET ARRIVAL (VPK 1J)	FROM ATS ROUTE B469	AT VPK TRACK INBOUND ON TR 331° (RDL 151 VKN DVOR). AT 17 TAC VKN, TURN LEFT TO JOIN 15 TAC ARC VKN DVOR/TAC. THEN TURN RIGHT TO INTERCEPT RDL 188 VKN DVOR FOR VOR APPROACH RWY 36. NOTE : 1. ON 15 TAC ARC VKN, CROSS LR-180 VKN AT 3000 FT OR ABOVE. 2. ALTERNATE 20 TAC VKN DVOR/TAC ARC, WHEN INSTRUCTED BY ATC.
MEVOK ONE JULIET ARRIVAL (MEVOK 1J)	FROM ATS ROUTE W533	AT MEVOK TRACK INBOUND ON TR 055° (RDL 235 VKN DVOR). AT 17 TAC VKN, TURN RIGHT TO JOIN 15 TAC ARC VKN DVOR/TAC. THEN TURN LEFT TO INTERCEPT RDL 188 VKN DVOR FOR VOR APPROACH RWY 36. NOTE : 1. CROSS RDL 210 VKN DVOR AT 3700FT OR ABOVE. 2. CROSS LR-196 VKN DVOR AT 3000FT OR ABOVE.
OBLIG ONE JULIET ARRIVAL (OBLIG 1J)	FROM ATS ROUTE Y514	AT OBLIG TRACK INBOUND ON TR 139° (RDL 319 VKN DVOR). AT 17 TAC VKN, TURN RIGHT TO JOIN 15 TAC ARC VKN DVOR/TAC. THEN TURN LEFT TO INTERCEPT RDL 188 VKN DVOR FOR VOR APPROACH RWY 36. NOTE : 1. CROSS RDL 270 VKN DVOR AT 4900 FT OR ABOVE. 2. CROSS RDL 210 VKN DVOR AT 3700 FT OR ABOVE. 3. CROSS LR-196 VKN DVOR AT 3000 FT OR ABOVE.
DAGAD ONE JULIET ARRIVAL (DAGAD 1J)	FROM ATS ROUTE W540	AT DAGAD TRACK INBOUND ON TR 164° (RDL 344 VKN DVOR). AT 17 TAC VKN, TURN RIGHT TO JOIN 15 TAC ARC VKN DVOR/TAC. THEN TURN LEFT TO INTERCEPT RDL 188 VKN DVOR FOR VOR APPROACH RWY 36. NOTE : 1. CROSS RDL 270 VKN DVOR AT 4900 FT OR ABOVE. 2. CROSS RDL 210 VKN DVOR AT 3700 FT OR ABOVE. 3. CROSS LR-196 VKN DVOR AT 3000 FT OR ABOVE.

AERONAUTICAL DATA TABULATION

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

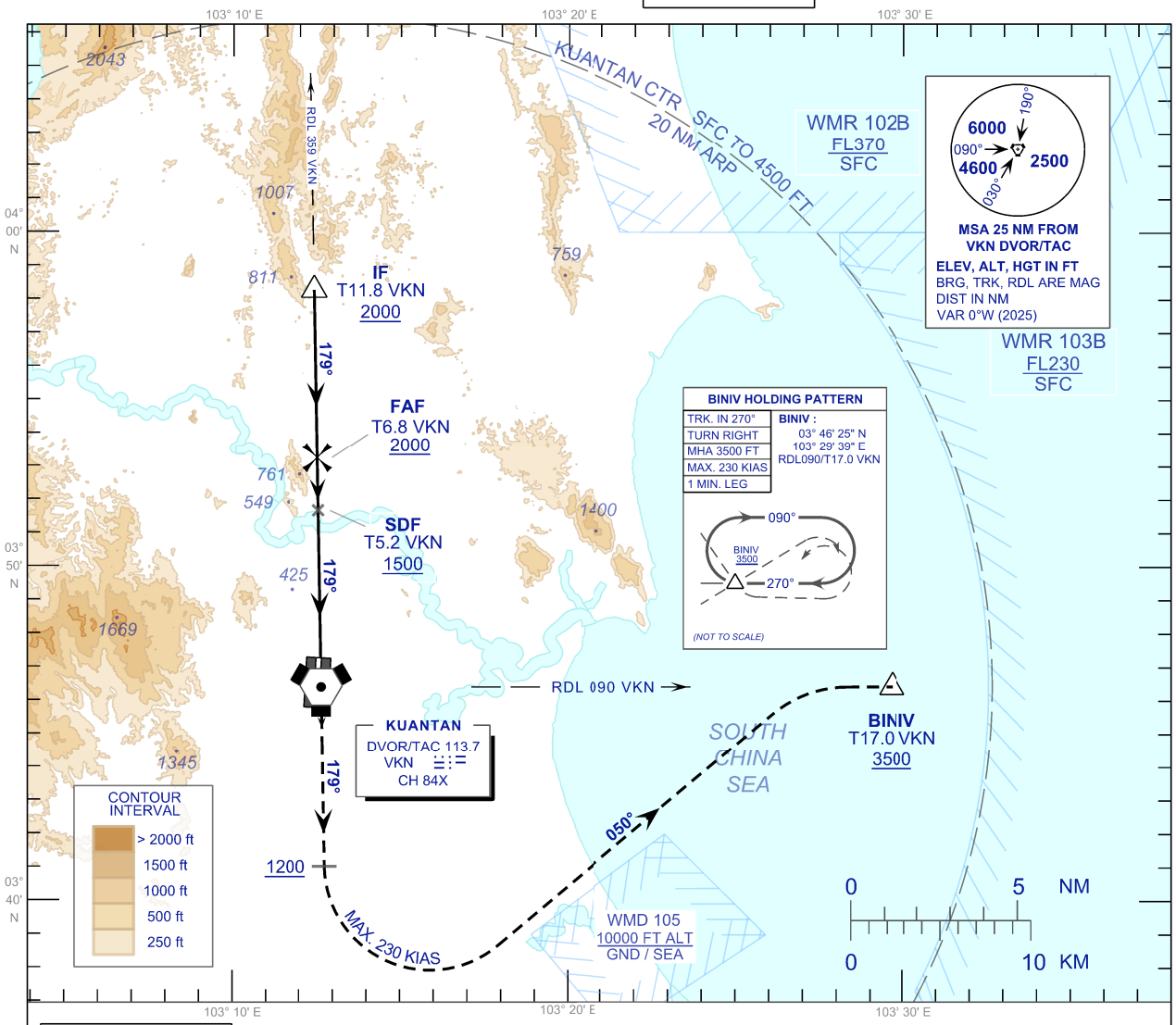
CHANGES: THE PROCEDURE TEXT UPDATE

INSTRUMENT APPROACH CHART - ICAO

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

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

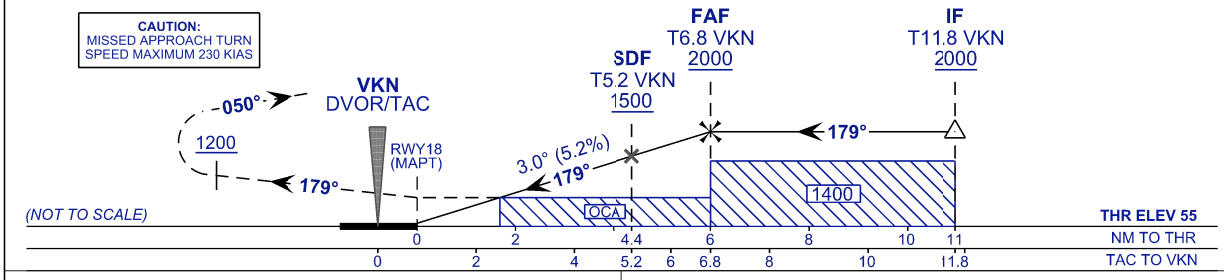
KUANTAN/SULTAN AHMAD SHAH (WMKD)
VOR/TAC Z RWY 18



TRANSITION LEVEL FL 130
TRANSITION ALT 11,000 ft

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

CAUTION:
MISSED APPROACH TURN SPEED MAXIMUM 230 KIAS



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

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

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

NEW CHART

INSTRUMENT APPROACH CHART - ICAO

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

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

AERONAUTICAL DATA TABULATION

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

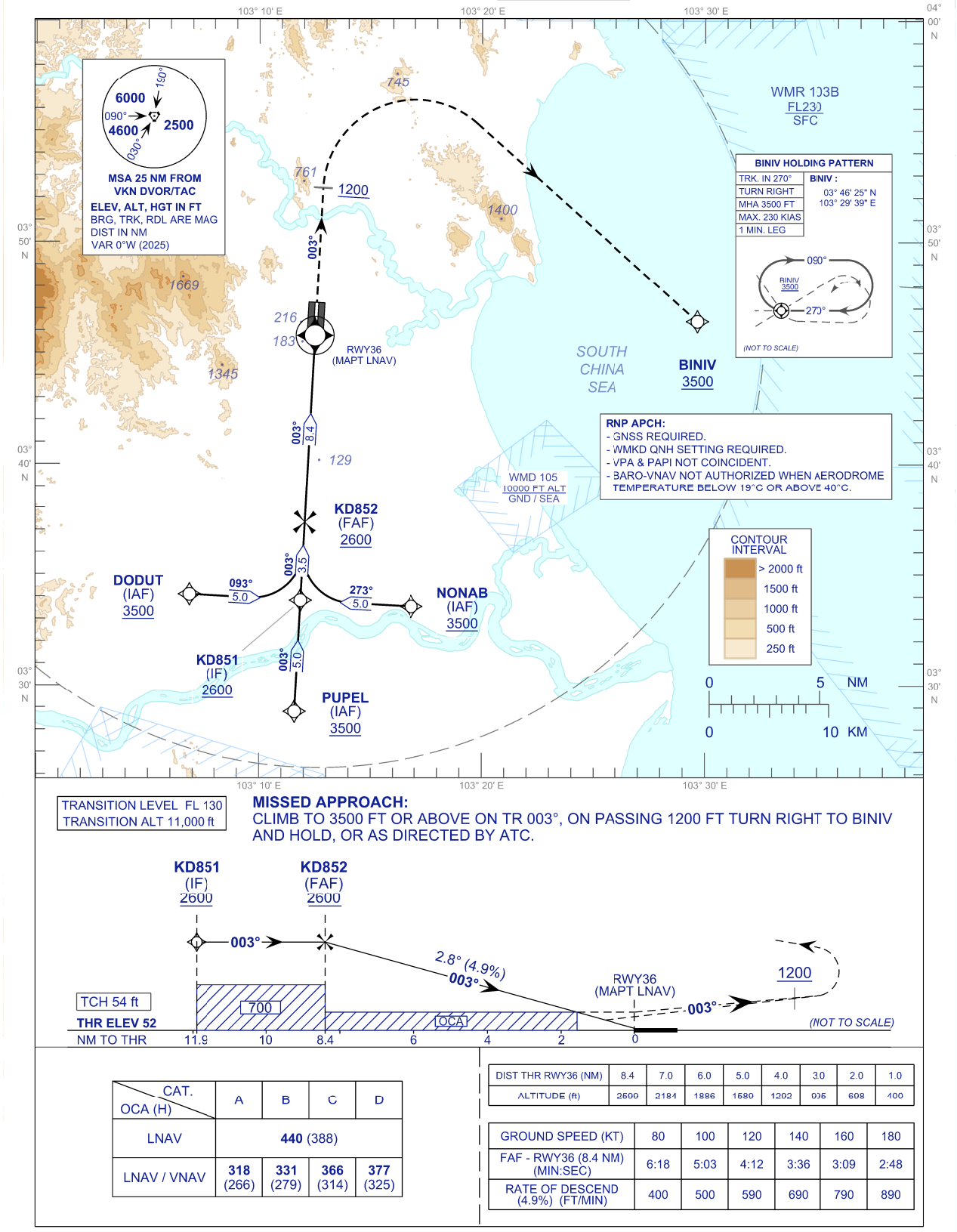
CHANGES: REMOVE IAF INFORMATION

INSTRUMENT APPROACH CHART - ICAO

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

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

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



TRANSITION LEVEL FL 130
TRANSITION ALT 11,000 ft

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

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

DIST THR RWY36 (NM)	8.4	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE (ft)	2600	2184	1886	1589	1292	995	698	400

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

CHANGES: REMOVE PUPEL HOLDING PATTERN

INSTRUMENT APPROACH CHART - ICAO

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

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

TABULAR DESCRIPTION

DODUT TRANSITION

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

PUPEL TRANSITION

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

NONAB TRANSITION

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

CHANGES: REMOVE DODUT, PUPEL AND NONAB SPEED LIMIT

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

1a	Apron surface and strength (WI the areas of RWY 14L/32R and 14R/32L)	**C81** Surface : Concrete (Rigid) Strength : PCR 449 / R / C / W / U	**F8L**, **F8R** Surface : Concrete (Rigid) Strength : PCR 465 / R / C / W / U
		B23 Surface : Concrete (Rigid) Strength : PCR 475 / R / C / W / U	**F9L, F9R, F10L, F10R, F11L, F11R** Surface : Concrete (Rigid) Strength : PCR 486 / R / C / W / U
		A14L, A14R, A51, A53R, A54R, B3, B17, B21, B52R, B53L, B53R, C62, C18, **C28, F1L, F1R, F2L, F2R, F3L, F3R** Surface : Concrete (Rigid) Strength : PCR 540 / R / C / W / U	**F8, F9, F10, F11** Surface : Concrete (Rigid) Strength : PCR 562 / R / C / W / U
		A2L, A2R, A4L, A6L, A6R, A8L, A8R, A10L, A10R, A52, A52L, A52R, A53L, A54L, A3, A5, A7, A9, A11, A13, B5, B7, B9, B11, B13, B15, B19, B2L, B2R, B4L, B4R, B6L, B6R, B8L, B8R, B10L, B14L, B14R, B52L Surface : Concrete (Rigid) Strength : PCR 571 / R / C / W / U	**C83** Surface : Concrete (Rigid) Strength : PCR 594 / R / C / W / U
		B62L, B62R, B63L, B63R, B54L, B54R, C38, C51, C52L, C52R, C6, C11, C13, C21, C23, C72L, C72R, C73L, C73R, C74L, C74R , C33, F4L, F4R, **F5L, F5R, F6L, F6R, F7L, F7R, F21L, F21R, F22L, F22R, F23L, F23R, F24L, F24R, F25L, F25R, F26L, F26R, F27L, F27R, F28L, F28R, F29L, F29R, F30L, F30R, F31L, F31R, F32L, F32R, F33L, F33R, F34L and F34R** Surface : Concrete (Rigid) Strength : PCR 626 / R / C / W / U	**A12, B12** Surface : Concrete (Rigid) Strength : PCR 629 / R / C / W /U
		B61 Surface : Concrete (Rigid) Strength : PCR 686 / R / C / W / U	**A53, A54** Surface : Concrete (Rigid) Strength : PCR 777 / R / C / W / U
		A14, B14 Surface : Concrete (Rigid) Strength : PCR 789 / R / C / W / U	**A4, B62, B63, B10, B10R, B51, B52, B53, B54, F1, F2, F3, F5, F6, F7** Surface : Concrete (Rigid) Strength : PCR 802 / R / C / W / U
		A2, A4R, A6, A8, A10, B4, **B6**, **B8**, **B16, C53** Surface : Concrete (Rigid) Strength : PCR 918 / R / C / W / U	**F4** Surface : Concrete (Rigid) Strength : PCR 950 / R /C / W / U
		B2, C7, C52, C61 Surface : Concrete (Rigid) Strength : PCR 960 / R / C / W / U	**C12R, C16R, C72, C73, C74** Surface : Concrete (Rigid) Strength : PCR 977 / R / C / W / U
		F21, F22, F23, F24, F25, F26, F27, F28, F29, F30, F31, F32, F33 and F34 Surface : Concrete (Rigid) Strength : PCR 1140 / R / C / W / U	**A61, C1, C3, C32, C34, C36, C2, C4, C15, C17, C12, C14, C16, C25, C27, C22, C24, C26, C31, C35, C37, C82, C82L, C82R, M1, M2, M3, M4, M5** Surface : Concrete (Rigid) Strength : PCR 1179 / R / C / W / U

1b	Apron surface and strength (WI the areas of RWY 14R/32L and 15/33)	**J1, J3, J5, J7, J9, J11, J13, J15, J17, J2, J4, J6, J8, J10, J12, J14, J16, J18, J20, J22, K22R, K2, K6, K8, K10, K12, K14, K16, K18, P7, P9, P11, P13, P15, P17, P21, P4L, P4R, P6L, P6R, P8L, P8R, P10L, P10R, P12L, P12R, Q3, Q5, Q7, Q9, Q11, Q13, Q15, Q17, Q19, Q21** Surface : Asphalt (Flexible) Strength : PCR 445 / F / D / X / U	**K1, K3, K5, K7, K9, K11, K13, K22L, K4, P1, P3, P5, P19** Surface : Asphalt (Flexible) Strength : PCR 590 / F / D / X / U
		Q1 Surface : Asphalt (Flexible) Strength : PCR 651 / F / D / X / U	**K20, P2, P12, Q2, Q4, Q6, Q8, Q10, Q12, Q14** Surface : Asphalt (Flexible) Strength : PCR 805 / F / D / X / U
		Q16, Q18 Surface : Asphalt (Flexible) Strength : PCR 909 / F / D / X / U	**K24** Surface : Asphalt (Flexible) Strength : PCR 955 / F / D / X / U
		K22, P4, P6, P8, P10 Surface : Asphalt (Flexible) Strength : PCR 973 / F / D / X / U	
2	Taxiway width, surface and strength	**Taxiway A, B, D, F** **Apron Taxiway H** **Taxiway Intersection B5, C9, H3, H5** Width : 25 m Surface : Asphalt (Flexible) Strength : PCR 787 / F / C / W / U	**Taxiway Intersection A1** Width : 26 m Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 1179 / R / C / W / U PCR 787 / F / C / W / U
		Taxiway C **Taxiway Intersection A2, A3, C10** Width : 26 m Surface : Asphalt (Flexible) Strength : PCR 787 / F / C / W / U	**Taxiway Intersection A4, D2, D3, D4, D5, D6, D7, D8, D10, D11, D12** Width : 43 m Surface : Asphalt (Flexible) Strength : PCR 787 / F / C / W / U
		Taxiway Intersection A5 Width : 39 m Surface : Asphalt (Flexible) Strength : PCR 787 / F / C / W / U	**Taxiway Intersection A6, B14, C5, D1, F1, F2, F3, F4, F5, F6** Width : 42 m Surface : Asphalt (Flexible) Strength : PCR 787 / F / C / W / U
		Taxiway Intersection A7, B7, B13 Width : 44 m Surface : Asphalt (Flexible) Strength : PCR 787 / F / C / W / U	**Taxiway Intersection A8** **Apron Taxiway G** Width : 29 m Surface : Asphalt (Flexible) Strength : PCR 787 / F / C / W / U
		Taxiway Intersection A10, A11 Width : 28 m Surface : Concrete (Rigid) Strength : PCR 1179 / R / C / W / U	**Taxiway Intersection B6, B8, B9, B10, B11, B12** Width : 44 m Surface : Asphalt (Flexible) Strength : PCR 787 / F / C / W / U
		Taxiway Intersection C1 Width : 27 m Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 1179 / R / C / W / U PCR 787 / F / C / W / U	**Taxiway Intersection C2, E3** Width : 28 m Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 1179 / R / C / W / U PCR 787 / F / C / W / U
		Taxiway Intersection C3, C4 Width : 28 m Surface : Asphalt (Flexible) Strength : PCR 787 / F / C / W / U	**Taxiway Intersection C6** Width : 41 m Surface : Asphalt (Flexible) Strength : PCR 787 / F / C / W / U

		Taxiway Intersection C7, C8 Width : 36 m Surface : Asphalt (Flexible) Strength : PCR 787 / F / C / W / U	**Apron Taxiway E, L** Width : 24 m Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 1179 / R / C / W / U PCR 787 / F / C / W / U
		Taxiway Intersection D13 Width : 32 m Surface : Asphalt (Flexible) Strength : PCR 787 / F / C / W / U	**Taxiway Intersection E1, E2** Width : 39 m Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 1179 / R / C / W / U PCR 787 / F / C / W / U
		Taxiway Intersection E4 Width : 39 m Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 1179 / R / C / W / U PCR 787 / F / C / W / U	**Taxiway Intersection E5** Width : 24 m Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 1179 / R / C / W / U PCR 787 / F / C / W / U
		Apron Taxiway K Width : 25 m Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 1179 / R / C / W / U PCR 787 / F / C / W / U	**Apron Taxiway M** Width : 25 m Surface : Concrete (Rigid) Strength : PCR 1179 / R / C / W / U
		Apron Taxiway M2 Width : 24 m Surface : Asphalt (Flexible) Strength : PCR 2420 / F / B / X / T	**Taxiway Intersection N1** Width : 50 m Surface : Asphalt (Flexible) Strength : PCR 787 / F / C / W / U
		Taxiway Intersection N2 Width : 35 m Surface : Asphalt (Flexible) Strength : PCR 787 / F / C / W / U	**Taxiway Intersection P1, P2** Width : 25 m Surface : Concrete (Rigid) Strength : PCR 1179 / R / C / W / U
		Taxiway P (Code C) & Q (Code C) Width : 18 m Surface : Asphalt (Flexible) Strength : PCR 651 / F / D / X / U	**Apron Taxiway S1** Width : 25 m Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 1179 / R / C / W / U PCR 787 / F / C / W / U
		Apron Taxiway S2 Width : 34 m Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 1179 / R / C / W / U PCR 787 / F / C / W / U	**Apron Taxiway S3** Width : 23 m Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 1179 / R / C / W / U PCR 787 / F / C / W / U
		Apron Taxiway S4 Width : 36 m Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 1179 / R / C / W / U PCR 787 / F / C / W / U	**Apron Taxiway S5** Width : 23 m Surface : Asphalt (Flexible) Strength : PCR 787 / F / C / W / U
		Apron Taxiway S6, T6 Width : 24 m Surface : Asphalt (Flexible) Strength : PCR 787 / F / C / W /U	**Apron Taxiway S7** Width : 23 m Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 1179 / R / C / W / U PCR 787 / F / C / W / U

		Apron Taxiway S8 Width : 45 m Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 1179 / R / C / W / U PCR 787 / F / C / W / U	**Apron Taxiway S9** Width : 26 m Surface : Concrete (Rigid) Strength : PCR 1179 / R / C / W / U
		Apron Taxiway S10 Width : 43 m Surface : Concrete (Rigid) Strength : PCR 1179 / R / C / W / U	**Aircraft Stand Taxilane T1, T8, T9** Width : 18 m Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 571 / R / C / W / U PCR 474 / F / C / W / U
		Apron Taxiway T2 Width : 23 m Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 960 / R / C / W / U PCR 752 / F / C / W / U	**Apron Taxiway T3** Width : 29 m Surface : Asphalt (Flexible) Strength : PCR 655 / F / C / W / U
		Apron Taxiway T7 Width : 23 m Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 918 / R / C / W / U PCR 787 / F / C / W / U	**Taxiway Intersection C11** Width : 26 m Surface : Asphalt (Flexible) Concrete (Flexible) Strength : PCR 1179 / R / C / W / U PCR 787 / F / C / W / U
		Taxiway Intersection A9 Width : 28 m Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 1179 / R / C / W / U PCR 787 / F / C / W / U	**Apron Taxiway T4** Width : 32 m Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 960 / R / C / W / U PCR 752 / F / C / W / U
		Apron Taxiway T5 Width : 30 m Surface : Concrete (Rigid) Asphalt (Flexible) Strength : PCR 918 / R / C / W / U PCR 744 / F / C / W / U	**Aircraft Stand Taxilane T12** Width : 18 m Surface : Concrete (Rigid) Strength : PCR 571 / R / C / W / U
		Apron Taxiway T13 Width : 26 m Surface : Concrete (Rigid) Strength : PCR 1179 / R / C / W / U	**Apron Taxiway U3 & U4** **Taxiway Intersection U3A, U3B, U3C, U3D, U3E, U3F, Q1, Q2, Q3, Q4** Width : 18 m Surface : Asphalt (Flexible) Strength : PCR 651 / F / D / X / U
		Aircraft Stand Taxilane U1, U2 Width : 18 m Surface : Asphalt (Flexible) Strength : PCR 445 / F / D / X / U	**Aircraft Stand Taxilane U8, U9** Width : 18 m Surface : Asphalt (Flexible) Strength : PCR 590 / 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 1232 / F / D / X / U	**Aircraft Stand Taxilane U7** Width : 61 m Surface : Asphalt (Flexible) Strength : PCR 973 / F / D / X / U
		Taxiway Intersection Y1,Y9 Width : 31 m Surface : Concrete (Rigid) Strength : PCR 1179 / R / C / W / U	**Taxiway Intersection Y2, Y8** Width : 35 m Surface : Concrete (Rigid) Strength : PCR 1179 / R / C / W / U

		Taxiway Intersection Y3, Y4, Y5 Width : 35 m Surface : Asphalt (Flexible) Strength : PCR 1232 / F / D / X / U	**Taxiway Intersection Y6 & Y7** Width : 34 m Surface : Asphalt (Flexible) Strength : PCR 1232 / F / D / X / U
		Taxiway Intersection Z1 Width : 33 m Surface : Asphalt (Flexible) Strength : PCR 1232 / F / D / X / U	**Taxiway Intersection Z2, Z3, Z4, Z5, Z6, Z7, Z8** Width : 40 m Surface : Asphalt (Flexible) Strength : PCR 1232 / F / D / X / U
		Taxiway Intersection P3, P4, Q5, Q6, Q7, Taxiway Y & Taxiway Z Width : 25 m Surface : Asphalt (Flexible) Strength : PCR 1232 / F / D / X / U	
3	Altimeter checkpoint location and elevation	**Location**	**Elevation**
		KLIA Terminal 1 (T1)	21 m
		KLIA Terminal 2 (T2)	10 m
4	VOR checkpoints	NIL	
5	INS checkpoints	At aircraft parking stands (See AD 2-WMKK-2-7 until AD 2-WMKK-2-14 and WMKK-2-15 until AD 2-WMKK-2-18)	
6	Remarks	1. Pilots are advised of heavy vehicle crossing on TWY U5 and U6.	

WMKK AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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

WMKK AD 2.10 AERODROME OBSTACLES

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

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		3
RWY NR/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
32R/APCH 14L/TKOF	LOC ANTENNAS 25.02 M Red/Red obstruction lights	024445.0N 1014325.3E	GP AERIAL 33.21M Red/white Red obstruction light	024504.87N 1014316.8E	NIL
			WDI 27 M Marked and lighted	024457.5N 1014313.0E	
			TELECOMMUNICA- TION TOWER182.88 M AMSL	024826.19N 1014440.41E	
15/APCH 33/TKOF	LOC ANTENNAS 11.7 M	024411.0N 1014021.7E	GP AERIAL 23.7M Red/White Red obstruction light	024408.0N 1014042.1E	Western side of RWY 15/33 and behind the two GPaerials line.
			WDI 16 M Marked and lighted	024414.5N 1014045.1E	
	AWOS NO.13 11.2 M	024408.1N 1014135.8E	KLIA CONTROL TOWER WEST 146.9M AMSL. Red obstruction lights	024445.7N 1014105.0E	
	AWOS No. 14 11.2 M	024407.8N 1014041.5E	Multilateration Surveil- lance System (MSS) Sensors Antennas:		
	AWOS NO.15 11.2 M	024413.7N 1014021.0E	GS45 - 23.7M	024407.5N 1014041.1E	
			GS46 - 18.7M	024328.5N 1014106.3E	
			GS47 - 18.7M	024258.6N 1014126.5E	
			GS48 - 18.7M	024224.1N 1014148.5E	
33/APCH 15/TKOF	LOC ANTENNAS 11.7 M	024411.0N 1014250.1E	GP AERIAL 23.7M Red/ White Red obstruction lights	024237.2N 1014143.0E	NIL
	AWOS NO.11 11.2 M	024413.7N 1014250.6E	WDI 16 M Marked and lighted	024238.4N 1014141.3E	
	AWOS NO.12 11.2 M	024407.79N 1014230.18E	HILL - BUKIT LADA 110.0M AMSL Red obstruction lights	024232.7N 1014356.6E	
			HILL - BUKIT SUNGAI LANAU 100.9M MSL Red obstruction lights	024158.1N 1014304.7E	

WMKK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	AMO KLIA
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	AMO KLIA 30HR (0006 0612 1218 1824)
4	Trend forecast Interval of issuance	TREND Half hourly
5	Briefing/consultation provided	Provided
6	Flight documentation Language(s) used	Charts, Tabular Form and Abbreviated Plain Language Text English
7	Charts and other information available for briefing or consultation	Flight Level Wind/Temp FL050, FL100, FL140, FL180, FL240, FL270, FL300, FL320, FL340, FL360, FL390, FL410, FL450 and FL530, SIGWX, Volcanic Ash/Tropical Cyclone Advisory Bulletin, SIGMET, AIRMET, Aerodrome Warning, Wind Shear Warning, METAR Bulletin, TAFOR Bulletin, WMKK Take-Off Data, Area QNH for Kuala Lumpur FIR and Kota Kinabalu FIR, Radar and Satellite Pictures.
8	Supplementary equipment available for providing information	Doppler Weather Radar and Aviation Self-Briefing Terminal - ABT (Internet)
9	ATS units provided with information	KLIA APP/TWR, Subang ACC/RCC
10	Additional information (limitation of service, etc.)	TEL: +603 - 87872388 Telefax:+603 - 87871020 / +603 - 87871019

WMKK AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY(M)	Strength (PCR) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
14R	146.01°	4000 x 60	PCR 1179 / R / C / W / U - 241 m Concrete PCR 787 / F / C / W / U - 3519 m Asphalt PCR 1179 / R / C / W / U - 240 m Concrete	THR coordinates 024435.84N 1014152.63E RWY end coordinates 024247.86N 1014305.03E THR geoid undulation -1.5 m	THR:16.5 m TDZ:16.5 m
32L	326.01°	4000 x 60	PCR 1179 / R / C / W / U - 240 m Concrete PCR 787 / F / C / W / U - 3519 m Asphalt PCR 1179 / R / C / W / U - 241 m Concrete	THR coordinates 024247.86N 1014305.03E RWY end coordinates 024435.84N 1014152.63E THR geoid undulation -1.4 m	THR:14.5 m TDZ:14.5 m

Designations RWY NR	TRUE BRG	Dimensions of RWY(M)	Strength (PCR) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
14L	146.01°	4019 x 60	PCR 1179 / R / C / W / U - 241 m Concrete PCR 787 / F / C / W / U - 3537 m Asphalt PCR 1179 / R / C / W / U - 241m Concrete	THR coordinates 024642.52N 1014206.67E RWY end coordinates 024454.03N 1014319.41E THR geoid undulation -1.5 m	THR:16.6 m TDZ:16.6 m
32R	326.01°	4019 x 60	PCR 1179 / R / C / W / U - 241m Concrete PCR 787 / F / C / W / U -3537 m Asphalt PCR 1179 / R / C / W / U - 241 m Concrete	THR coordinates 024454.03N 1014319.41E RWY end coordinates 024642.52N 1014206.67E THR geoid undulation -1.4 m	THR:21.2 m TDZ:21.2 m
15	146.01°	3960 x 60	PCR 1179 / R / C / W / U - 550 m Concrete PCR 787 / F / C / W / U - 3410 m Asphalt	THR coordinates 024417.57N 1014038.97E RWY end coordinates 024230.67N 1014150.65E THR geoid undulation -1.6 m	THR:8.4 m TDZ:8.4 m
33	326.01°	3960 x 60	PCR 787 / F / C / W / U - 3410 m Asphalt PCR 1179 / R / C / W / U - 550 m Concrete	THR coordinates 024230.67N 1014150.65E RWY end coordinates 024417.57N 1014038.97E THR geoid undulation -1.5 m	THR:8.3 m TDZ:8.3 m

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

WMKK AD 2.13 DECLARED DISTANCES

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

WMKK AD 2.14 APPROACH AND RUNWAY LIGHTING

2.20.5.2 FLIGHT CREW REQUIREMENTS

2.20.5.2.1 Pre-Push back/taxi

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

2.20.5.2.2 After landing

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

2.20.6 Crossing an unserviceable Stop Bar

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

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

2.20.7 Aircraft Stand Allocation

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

2.20.8 Helicopter Operations

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

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

Hours of operation: HJ
Note:

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

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

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

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

2.20.9 Procedures For Towing of Aircraft.

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

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

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

2.20.10 Jet Blast Procedures

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

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

2.20.10.2 Aircraft stand B3

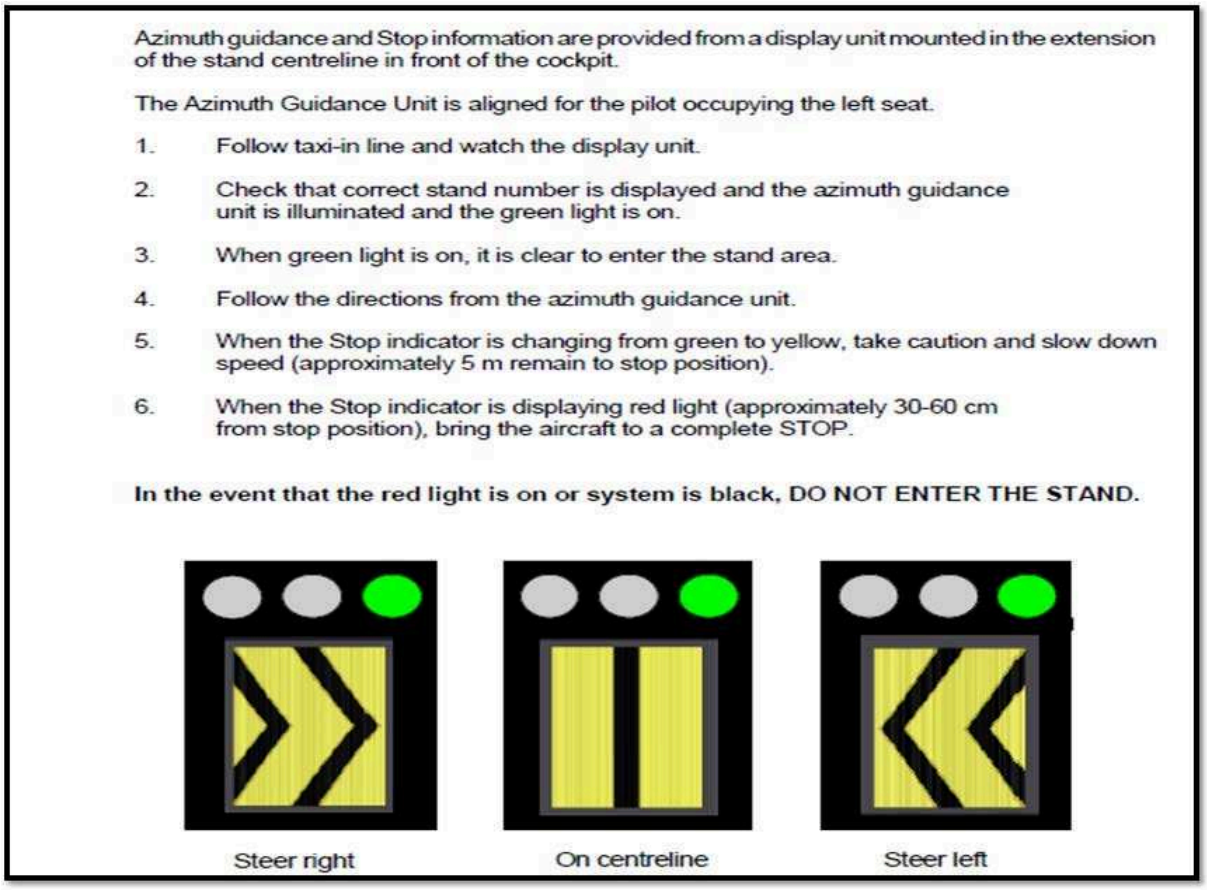
Aircraft have to tow in to aircraft stand B3 in the event of VDGS unserviceable to avoid aircraft jet blast during breakaway on aircraft stand taxilane.

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

2.20.11.1 VDGS AIRPARK

2.20.11.1.1 Aircraft Stand:
C12R and C16R

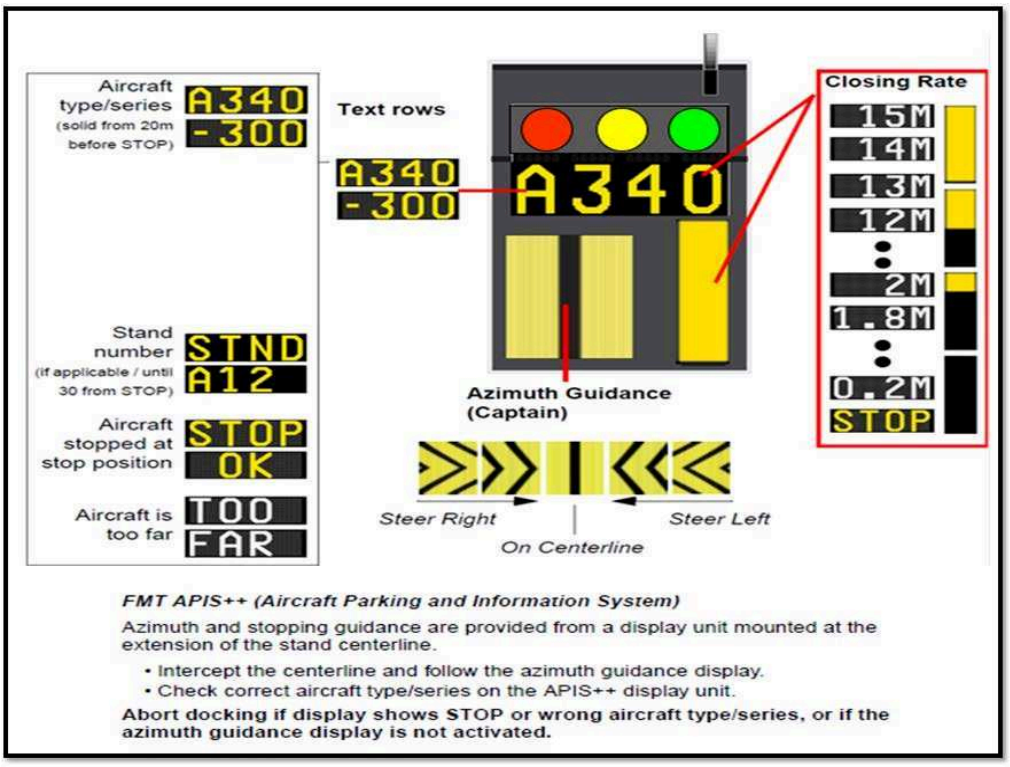
2.20.11.1.2 Pilot Instructions:
Azimuth Guidance and Stop Information provided from a Display Unit mounted in the extension of the stand center line in front of the cockpit. The Azimuth Guidance is aligned for the pilot occupying the left seat.



2.20.11.2 VDGS APIS++

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

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



2.20.11.3 VDGS SAFEDOCK

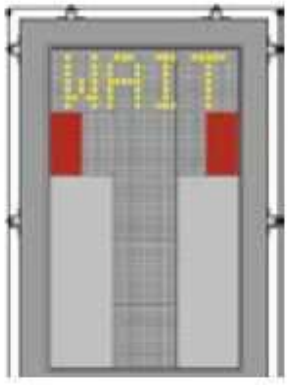
2.20.11.3.1 Aircraft Stand:
A4, A4R, A4L, A6, A6R, A6L, A8, A8R, A8L, A10, A10R, A10L, B6, B6R, B6L, B8, B8R, B8L, B10, B10R, B10L, A3, A5, A7, A9, A11, B3, B5, B7, B9, B11

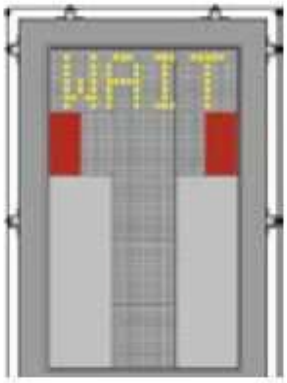
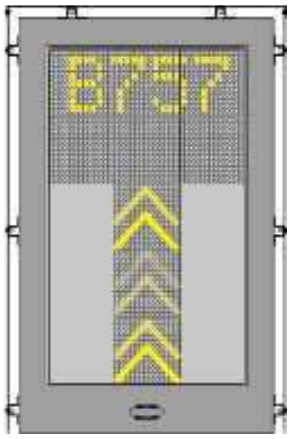
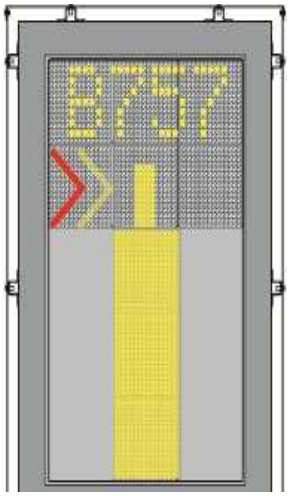
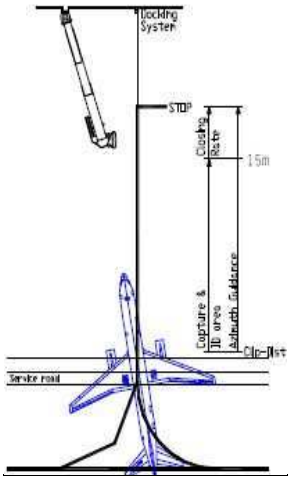
2.20.11.3.2 Azimuth Guidance, Stop Information, Closing Rate and Aircraft Type Display provided from a Display Unit mounted in the extension of the stand centerline. The Azimuth Guidance is available for use by the Pilots occupying BOTH the left and right seats. Check correct aircraft type/series on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

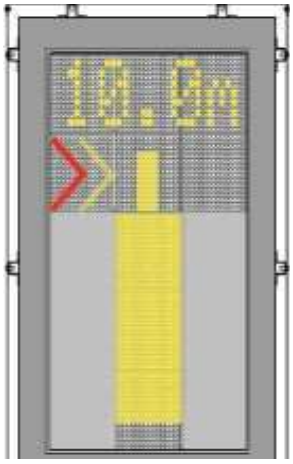
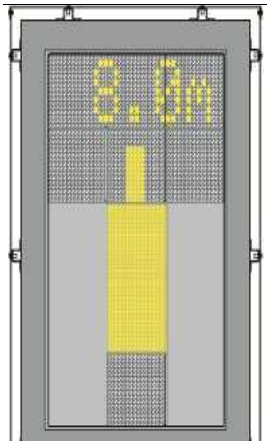
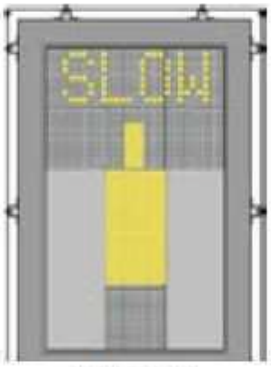
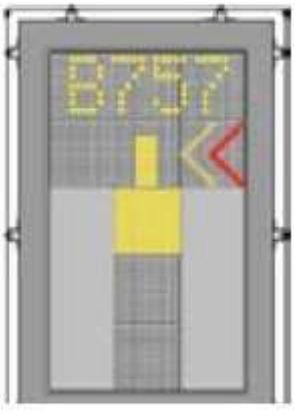
PILOT INSTRUCTION

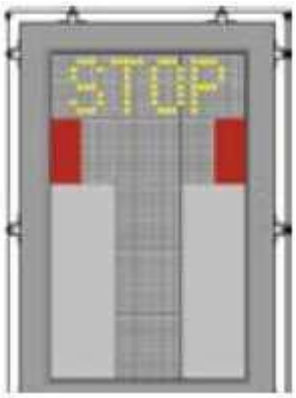
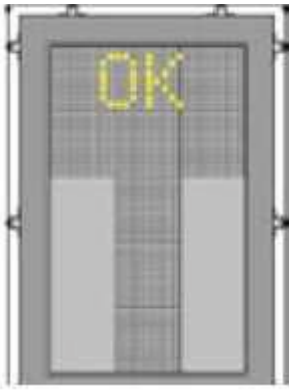
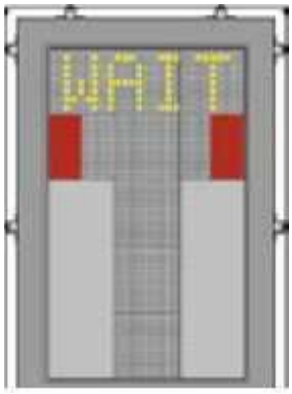
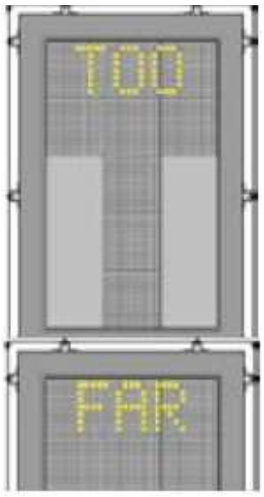
SAFEGATE - VISUAL DOCKING GUIDANCE SYSTEM

1.0 AIRCRAFT DOCKING (NORMAL CONDITION)

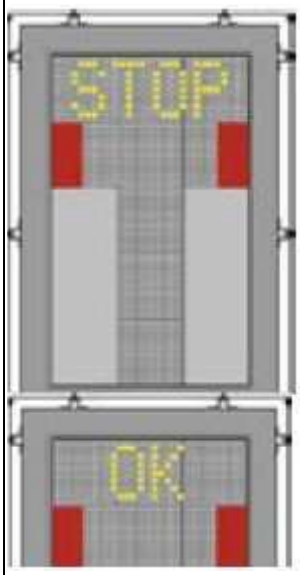
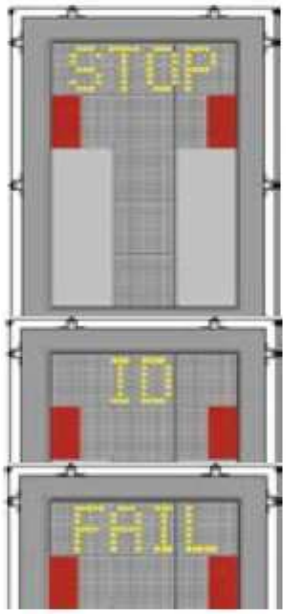
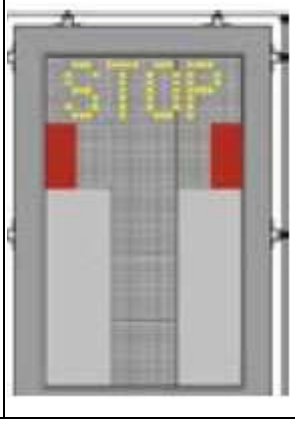
DESCRIPTION	PILOT VIEW	PILOT INSRUCTION
START DOCK Aircraft docking activation is performed at Operator Panel. When the Safedock system is ready to operate, the panel will show **SAFEDOCK SYSTEM** followed by a status message. If the status is **READY**, the docking procedure can be initiated by pressing the **Start Dock** key. A **START DOCKING** message appears, followed by the option **SELECT AIRCRAFT**. Instruction to Operators:• Determine aircraft for docking:○ Press the desired aircraft type key.○ Press the exact sub-type key, if required (press left-right arrows to show all listed sub-types). ***Note:*** *If operator passwords are enabled, enter the 4-digit password to continue the aircraft docking activation with the help of the 0-9 digits on the switch cover.*		Pilot to wait and prohibited todocking to centre line without guidance by VDGS.

DESCRIPTION	PILOT VIEW	PILOT INSRUCTION
VDGS SELF-TEST After selecting the aircraft for docking, a self-test andreference point check is carried out by the Safedock system to confirm docking accuracy. Failing the self-test will result in an error code displayed in textformat on the Operator Panel and an **ERR x** on the Pilot Display. Failing the reference point check will result in an **AUTOCAL ERROR** or **ERR 3**.		Pilot to wait and prohibited todocking to centre line without guidance by VDGS.
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. 

DESCRIPTION	PILOT VIEW	PILOT INSRUCTION
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.
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.

DESCRIPTION	PILOT VIEW	PILOT INSRUCTION
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.
DOCKING COMPLETED When the aircraft has parked, the message **OK** will be displayed. If the aircraft rolls too far past the stop-position, the message **TOO FAR** appears. After a configurable period of time, the status on the Operator Panel will change to **PARKED**. ***Note:*** *If a docking procedure cannot automatically come to a* ***PARKED*** *state, the Marshal can manually set this with the help of the* ***PARK ON*** *command (it is required for enabling the following PARK OFF procedure)*		Docking completed.
LOST AIRCRAFT DETECTION If the detected aircraft is lost during docking, before 15M to stop-position, the display shows WAIT. The docking continues as soon as the system detects the aircraft again. During penetration into the stand, the aircraft geometry is checked. If, for any reason, aircraft verification is not made 15M before the stop position, the Pilot Display shows **STOP** and **WAIT**. ***Note:*** *This may only be a system event and not a fault. The system requires time for safety checks, apron sweeps, aircraft capture dan ID checks before the closing rate to stop-position (to analyse the possible cause of the incident).*		Pilot to wait and stop before the system being activated.
OVERSHOOT If the aircraft overshoots the stop-position with a configurabledistance, the Pilot Display displays **STOP** (with RED border/bars)followed by **TOO FAR** after the aircraft comes to a complete stop.		Pilot to aware the aircraft wing span clearance and capability of Passenger Boarding Bridges for passengers disembarking.

2.0 ABNORMAL CONDITION

DESCRIPTION	PILOT VIEW	PILOT INSRUCTION
STOP SHORT If the aircraft is found standing still, within a configurable distance up to 5M short of the stop-position, the message **STOP** and **OK** will be shown after a configurable amount of time.		Pilot to aware the aircraft wing span clearance and capability of Passenger Boarding Bridges for passengers disembarking.
FAIL AIRCRAFT VERIFICATION (ID FAIL) After capture of the aircraft, its geometry is checked against a stored profile. If, for any reason, aircraft verification is not confirmed 15M before the stop-position, the Pilot Display will show **STOP** followed by **ID FAIL**. Below there is a list of errors that can be displayed on the Operator Panel and a short description: • **Geometry failed** – Geometry check failed within ID Fail limit • **Nose height failed** – Nose height check failed • **Engine verification** – Engine verification failed • **Profile failed** – Profile check failed • **Lost track** – Lost track close to stop ***Note:*** *(option) Dockings can be resumed without verification; however it is important to follow the information below. Alternatively, the aircraft shall be marshalled-in or towed-in to the gate.* **WARNING! THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE WITHOUT MANUAL GUIDANCE, UNLESS THE WAIT MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR.**		Pilot to wait for manual docking (marshalling) and stop the aircraft. Pilot to wait and prohibited to docking to centre line without guidance by VDGS or marshaller.
EMERGENCY E-STOP When the Emergency-Stop button on the Operator Panel is activated, the Pilot Display shows **STOP** (with red border/bars). ***Note:*** *Additional Emergency-STOP buttons (other than that on the Operator Panel) may be connected to the system at the apron level.*		Pilot to ensure the aircraft stop and not precede aircraft movement.

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

2.20.12.1 INTRODUCTION

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

2.20.12.2 DESCRIPTION OF SYSTEM

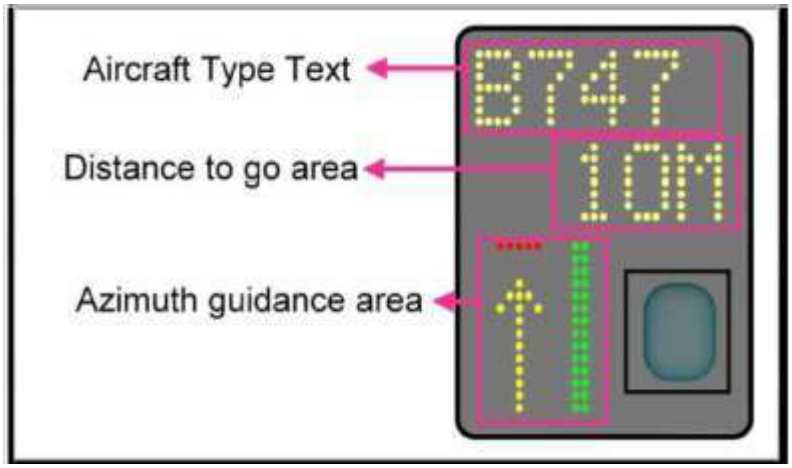
2.20.12.2.1 The RLG GIS206-2 Laser Guided Docking System utilizes 2-axis laser scanning technique to track both the lateral and longitudinal positions of the incoming aircraft. This 3-D approach allows the system to identify the incoming aircraft and check it against the one selected by the operator.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

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

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

Figure A:

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



2.20.12.3 DOCKING PROCEDURES

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

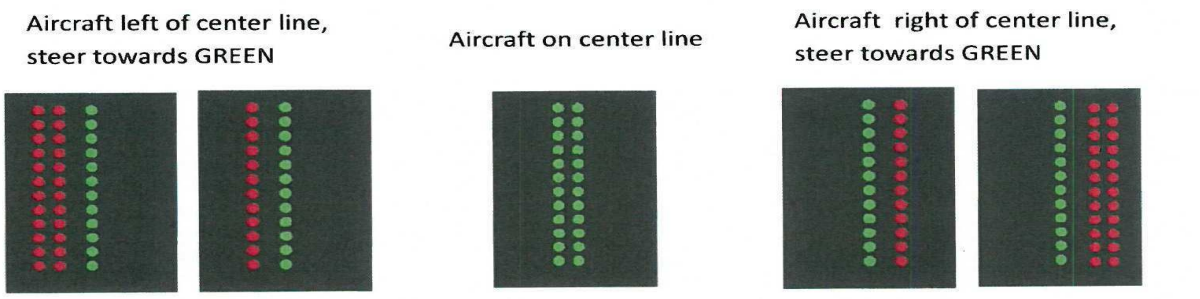
a) The docking system is not activated
b) A wrong type of the aircraft indicates ' **NO ID** ' is displayed.
c) the word **STOP** is displayed.

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

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

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

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



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

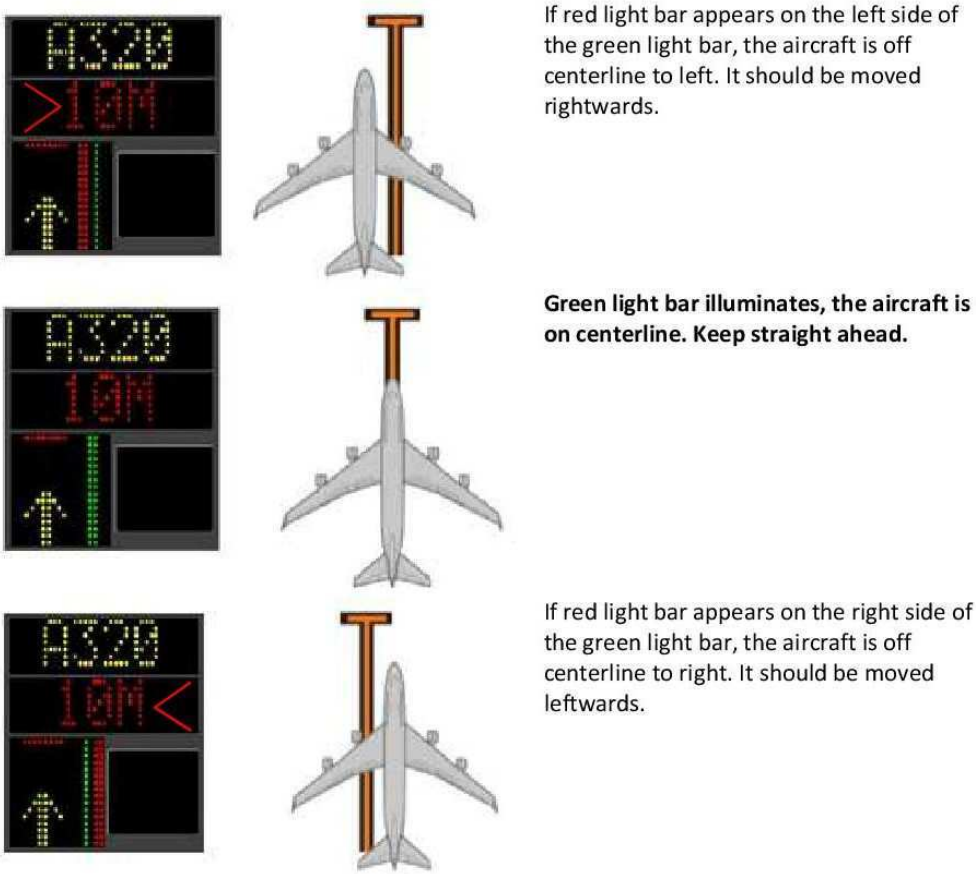
Caution: Always steer and follow the GREEN AZIMUTH CENTER BAR.

2.20.12.3.6 When the correct position is reached, the digital readout will display the word **STOP**, in red. The progress meter will indicate the merging of the arrow and the target line.

2.20.12.3.7 If the aircraft stops at the correct position, the word " **OK** " will be displayed after a few seconds, then the entire display will turn off, indicating the completion of the docking sequence.

2.20.12.3.8 If the aircraft overshoots, the word " **2FAR** " will be displayed

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



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

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

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

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

2.20.12.3.10 Safety Measure

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

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

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

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

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

WMKK AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

WMKK AD 2.22 FLIGHT PROCEDURES

2.22.1 General

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

2.22.2 AIRPORT COLLABORATIVE DECISION MAKING (A-CDM) OPERATIONS

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

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

2.22.2.3 Definition of terms commonly used on A-CDM

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

2.22.2.4 A-CDM Operations Procedure

2.22.2.4.1 TOBT Procedure

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

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

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

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

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

2.22.2.4.2 A-CDM ATC/Airways Clearance Procedure

Pilots shall request for ATC/airways clearance as following:

a) For flights to domestic destinations within Peninsular Malaysia including flight to Singapore, pilot in command may initiate the call for ATC clearance from Lumpur Delivery at TSAT -5 minutes.
b) For flights to destinations beyond KUL FIR, pilots in command may initiate the call for ATC clearance from Lumpur Delivery at TSAT -10 minutes.

c) Eastbound departures planned along the following ATS route segments can obtain an ATC clearance from Lumpur Delivery at TSAT -30 minutes:

i. M771 - DUDIS
ii. L625 - AKMON
iii. N884 - LAXOR

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

2.22.2.4.3 A-CDM Start-Up Request Procedure

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

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

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

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

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

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

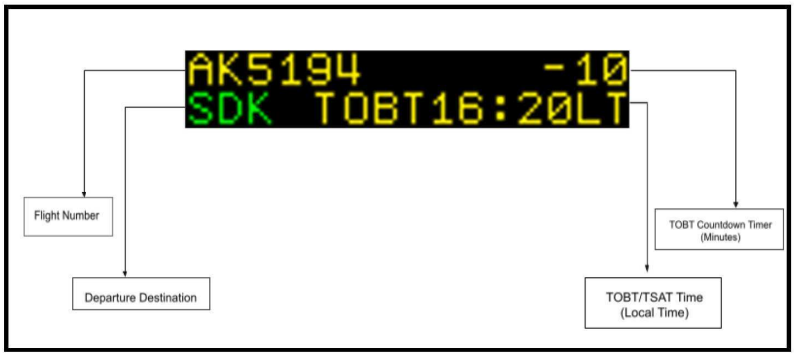
TSAT information will be displayed on the following:

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

2.22.2.5 Information available via A-CDM ramp display

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

2.22.2.5.2 A-CDM ramp display sequence



DESCRIPTION	ACDM RAMP DISPLAY
Arrival flight information Ramp Display will display Arrival Information once ALDT is set: • Flight Identity • IATA Previous Airport (Green Indicator) • Estimated In Block Time – EIBT • EIBT Time shall be displayed in Local Time with indication LT at the end of the timestamp. The display shall be cleared 2 minutes after AIBT.	AK6439 KBR EIBT16:25LT

DESCRIPTION	ACDM RAMP DISPLAY
40 minutes prior to TOBT Ramp Display will display Departure Information 40 minutes prior to TOBT: • Flight Identity • IATA Next Airport (Green Indicator) • Target Off Block Time – TOBT • TOBT Time shall be displayed in Local Time with indication LT at the end of the timestamp. • TOBT Count down timer (minutes) TOBT time stamp will change based on an update by TOBT Responsible Person. Count down will be cleared once timer is 0 (minutes).	 
40 minutes prior to TSAT Ramp Display will display TSAT 40 minutes prior to TSAT. • Flight Identity • IATA Next Airport (Green Indicator) • Target Start-up Approval Time – TSAT • TSAT Time shall be displayed in Local Time with indication LT at the end of the timestamp. Ramp Display will display up to 15 characters per line, the TOBT and TSAT message will be flipped. TSAT time stamp will change based on an update by DMAN based on Pre-Departure Sequencing conditions. The display shall be cleared 1 minute after AOBT	 

2.22.2.6 Non A-CDM Procedure

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

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

2.22.2.7 Contact and information

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

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

2.22.3 Aerodrome Control And Apron Services

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

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

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

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

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

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

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

2.22.4 Communication Services

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

2.22.5 Approach And Departure Procedures

2.22.5.1 Departing Aircraft

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

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

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

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

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

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

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

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

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

2.22.5.1.3 Immediate Take-off Clearance

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

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

2.22.5.1.4 Wake turbulence waiver

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

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

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

2.22.5.2 Landing Aircraft

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

a) In VMC;
b) ATC must have reasonable assurance that the appropriate separation will exist when the succeeding aircraft crosses the runway threshold;

c) when issuing a landing clearance following the application of the above procedures, ATC will issue the following aircraft with the instruction below:

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

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

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

2.22.5.3 Missed Approach Procedures

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

2.22.5.4 Height Restrictions (Arriving Aircraft)

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

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

2.22.5.5 Speed Restrictions (Arriving Aircraft)

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

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

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

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

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

2.22.5.5.5 Speed Limitation Points When STAR Is Cancelled

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

a) Under radar vectors:

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

b) Own navigation to intercept the final approach track:

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

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

2.22.5.5.6 Cancellation Of Speed Restrictions

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

2.22.6. Hazardous Weather Warning

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

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

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

2.22.7 Visibility Condition

2.22.7.1 General

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

a) Visibility Condition 1

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

2.22.7.2 Regulation of aircraft and vehicles shall be as follows :

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

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

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

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

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

2.22.8 Runway Operations

2.22.8.1 Modes Of Operation

2.22.8.1.1 The preferred runway mode of operations will be:

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

2.22.8.2 Simultaneous Parallel Runway Operations

2.22.8.2.1 General

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

2.22.8.3 Simultaneous Independent Parallel Departure On Triple Runway Operation

2.22.8.3.1 **Departure Procedure**

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

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

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

i. RWY 33

a) PUGER 1F
b) IBUKU 1F
c) ATIMU 1F
d) RUSBU 1F
e) MITOS 1F
f) SALAX 1F

ii. RWY 32L

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

iii. RWY 32R

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

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

2.22.8.3.2 Suspension Of Procedure

2.22.8.3.2.1 Procedures may be suspended under the following conditions:

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

2.22.8.4 **Dependent Parallel Approaches - DPA**

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

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

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

2.22.8.5 **Independent Parallel Approaches - IPA**

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

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

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

2.22.8.5.4 Normal Operating Zone (NOZ): Airspace of defined dimensions extending to either side of an ILS localizer course and/ or MLS final approach track. Only the inner half of the normal operating zone is taken into account in independent parallel approaches.

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

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

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

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

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

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

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

2.22.8.7 **Break-Out Manoeuvres**

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

2.22.8.8 **Override**

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

2.22.8.9 Runway Closure Schedule

2.22.8.9.1 Scheduled closure of RWY 14L/32R

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

2.22.8.9.2 Scheduled closure of RWY 14R/32L

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

2.22.8.9.3 Scheduled closure of RWY 15/33

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

2.22.8.9.4 Additional Inspection and Maintenance Closures

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

2.22.9 Runway Crossing

2.22.9.1 General

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

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

2.22.9.2 Procedures

2.22.9.2.1 An aircraft intending to cross RWY 14R/32L will be instructed by Lumpur Ground to taxi to a RHP and hold short of RWY, where it will be instructed to contact Lumpur Tower to obtain a crossing clearance and any other instructions..

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

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

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

2.22.9.3 Restriction

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

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

2.22.9.4 Interference to ILS Signals

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

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

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

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

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

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

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

2.22.10.3.1 The following STARs are assigned to each PMS:

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

2.22.10.3.2 STAR arrival via GUPTA:

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

2.22.10.3.3 Traffic management via PMS will be as follows:

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

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

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

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

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

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

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

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

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

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

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

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

2.22.11.4 **DCL MESSAGE**

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

Request for Departure Clearance Downlink (RCD)	Message of the pilot requesting an ATC Clearance. Example: RCD080ABC0123 - WMKK - GATE B09 – WSSS ATIS W TYP/B738 < FREE TEXT >

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

2.22.11.5 DCL OPERATING PROCEDURES

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

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

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

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

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

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

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

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

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

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

2.22.12 HIRO Procedures

2.22.12.1 **Runway Configuration**

KLIA operates with three parallel runways:

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

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

2.22.12.3 **Arrival Aircraft**

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

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

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

2.22.12.3.4 Speed Limitation Points When STAR Is Cancelled:

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

1. Under radar vectors:

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

2. Own navigation to intercept the final approach track:

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

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

2.22.12.4 Cancellation of Speed Restrictions.

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

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

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

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

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

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

RUNWAY	AIRCRAFT TYPE	TAXIWAY EXITS (* Preferred Exit)	DISTANCE TO TURN-OFF (m)
14L	All	A06*	2065
		A07	2574

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

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

2.22.12.6 **Departing Aircraft**

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

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

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

RUNWAY	TAXIWAY INTERSECTION	TORA (m)
14L	THRESHOLD	4019
	A02	3604
	A03	2832
	A04	2520
14R	THRESHOLD	4000
	C02	3887
	P02	3839
	C03	3566
	P03	3519
	C04	2820
15	THRESHOLD	3960
	Y02	3505
	Y03	3400
	Y04	2630

RUNWAY	TAXIWAY INTERSECTION	TORA (m)
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

SEPANG/ KL INTERNATIONAL AIRPORT

RWY 15/33	
TWR	119.800
GND	118.050

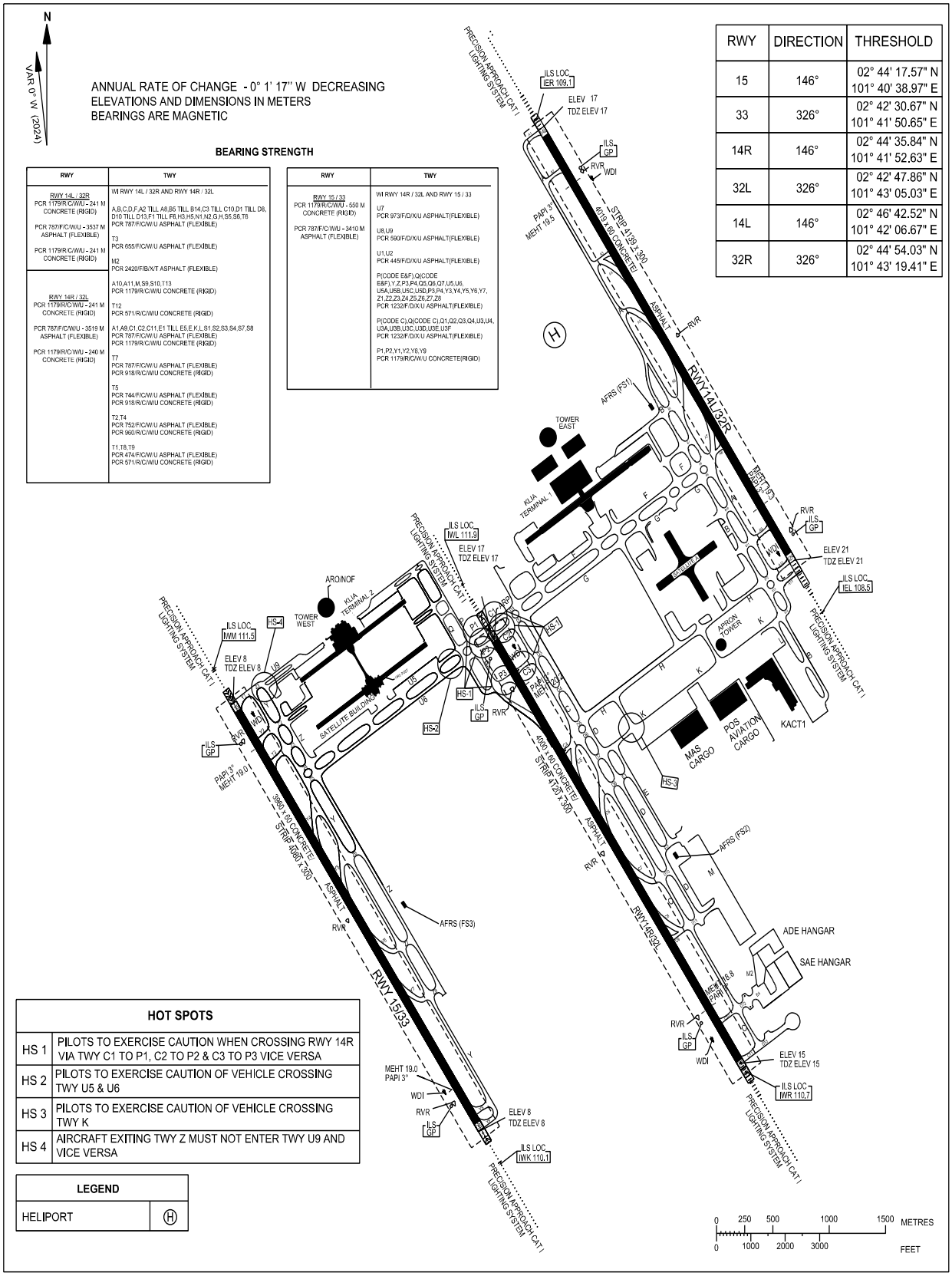
RWY 14R/32L	
TWR	118.500
GND	121.800
GND	122.525

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



CHANGES: UPDATE TWY M2 & BEARING STRENGTH

INTENTIONALLY BLANK

AIRCRAFT PARKING/ DOCKING CHART - ICAO

APRON ELEV
21 M

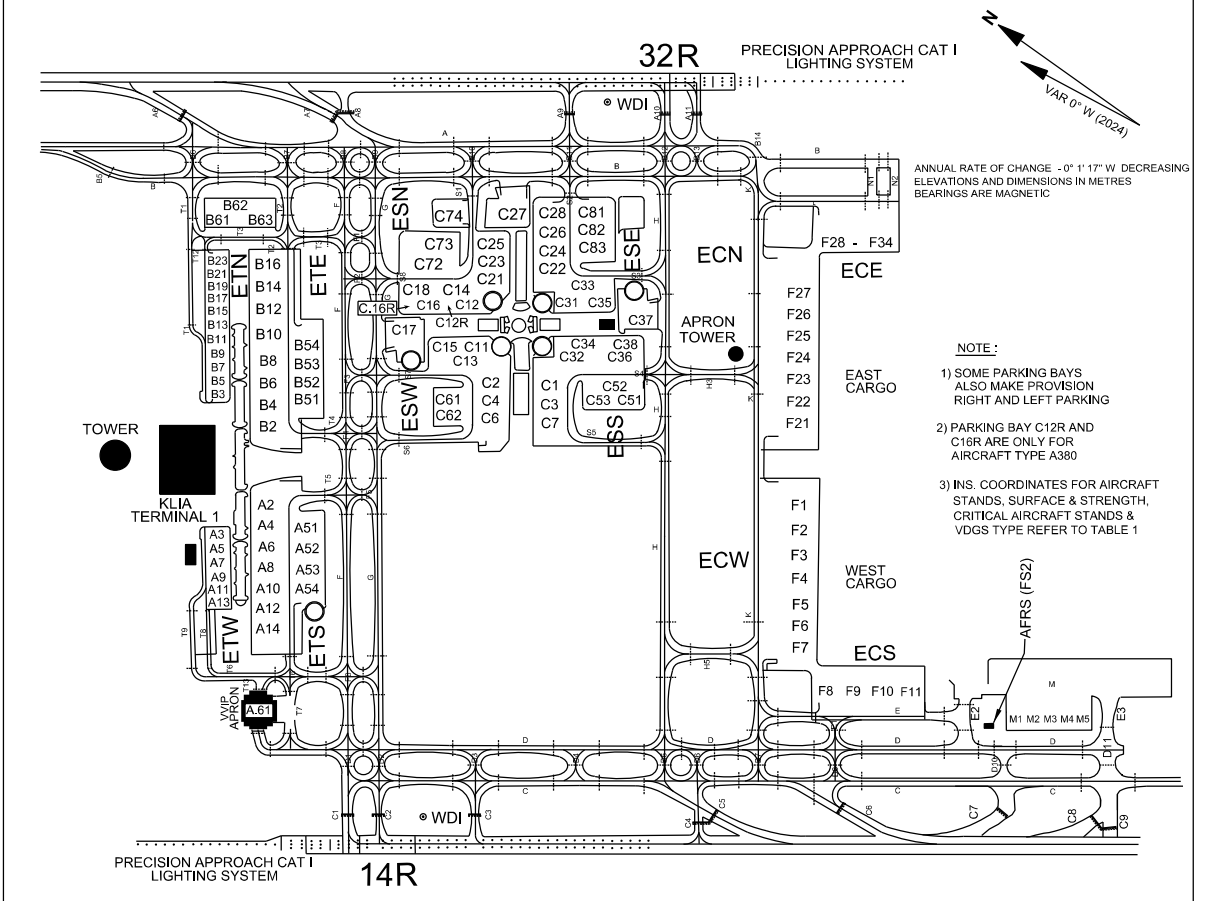
RUNWAY 32R / 14L	
TWR	118.80
SMC	121.65

RUNWAY 32L / 14R	
TWR	118.50
SMC	121.80

GROUND
122.150
122.850
122.275
123.250

ACD
126.0
128.15

SEPANG/ KL INTERNATIONAL AIRPORT TERMINAL 1



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

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

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

BEARING STRENGTH TWY A,B,C,D,F,A2 TILL A8,B5 TILL B14, C3 TILL C10,D1 TILL D8,D10 TILL D13,F1 TILL F6,H3,H5,N1,N2,G, H,S5,S6,T6 PCR 787/F/C/W/U
BEARING STRENGTH TWY T3 PCR 655/F/C/W/U
BEARING STRENGTH TWY M2 PCR 2420/F/B/X/T
BEARING STRENGTH TWY A10,A11,M,S9,S10,T13 PCR 1179/R/C/W/U
BEARING STRENGTH TWY T12 PCR 571/R/C/W/U
BEARING STRENGTH TWY A1,A9,C1,C2,C11,E1 TILL E5,E,K,L,S1,S2, S3,S4,S7,S8 PCR 787/F/C/W/U & PCR 1179/R/C/W/U
BEARING STRENGTH TWY T7 PCR 787/F/C/W/U & PCR 918/R/C/W/U
BEARING STRENGTH TWY T5 PCR 744/F/C/W/U & PCR 918/R/C/W/U
BEARING STRENGTH TWY T2,T4 PCR 752/F/C/W/U & PCR 960/R/C/W/U
BEARING STRENGTH TWY T1,T8,T9 PCR 474/F/C/W/U & PCR 571/R/C/W/U

0 250 500 1000 1500 METRES
0 1000 2000 3000 FEET

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

CHANGES : UPDATE BAY M1,M2,M3,M4 & M5
UPDATE AFRS (FS2)
UPDATE IHP

AIRCRAFT PARKING/ DOCKING CHART - ICAO

APRON ELEV
21 M

SEPANG/ KL INTERNATIONAL AIRPORT TERMINAL 1

TABLE 1

AIRCRAFT PARKING / DOCKING STAND POSITION

NO	APRON	AIRCRAFT STANDS		INS COORDINATES FOR ACFT. STANDS		SURFACE & STRENGTH	CRITICAL ACFT. STANDS	VDGS TYPE
		CONTACT STAND	REMOTE	LAT (N)	LONG (E)			
1	EAST TERMINAL SOUTH (ETS) 122.15MHz	A2		02° 45' 06.44"	101° 42' 17.56"	PCR 918/R/C/W/U	B744	APIS++
2		A2L		02° 45' 05.50"	101° 42' 17.47"	PCR 571/R/C/W/U	B38M	APIS++
3		A2R		02° 45' 06.65"	101° 42' 18.10"	PCR 571/R/C/W/U	B38M	APIS++
4		A4		02° 45' 04.78"	101° 42' 15.35"	PCR 802/R/C/W/U	B744	SAFEDOCK
5		A4L		02° 45' 04.02"	101° 42' 15.28"	PCR 571/R/C/W/U	B38M	SAFEDOCK
6		A4R		02° 45' 05.33"	101° 42' 15.62"	PCR 918/R/C/W/U	B38M	SAFEDOCK
7		A6		02° 45' 03.61"	101° 42' 13.09"	PCR 918/R/C/W/U	B744	SAFEDOCK
8		A6L		02° 45' 02.55"	101° 42' 13.09"	PCR 571/R/C/W/U	B38M	SAFEDOCK
9		A6R		02° 45' 03.88"	101° 42' 13.49"	PCR 571/R/C/W/U	B38M	SAFEDOCK
10		A8		02° 45' 02.21"	101° 42' 11.03"	PCR 918/R/C/W/U	B744	SAFEDOCK
11		A8L		02° 45' 01.08"	101° 42' 10.97"	PCR 571/R/C/W/U	B38M	SAFEDOCK
12		A8R		02° 45' 02.48"	101° 42' 11.37"	PCR 571/R/C/W/U	B38M	SAFEDOCK
13		A10		02° 45' 00.81"	101° 42' 08.97"	PCR 918/R/C/W/U	B744	SAFEDOCK
14		A10L		02° 44' 59.69"	101° 42' 08.75"	PCR 571/R/C/W/U	B38M	SAFEDOCK
15		A10R		02° 45' 01.09"	101° 42' 09.33"	PCR 571/R/C/W/U	B38M	SAFEDOCK
16			A12	02° 44' 59.02"	101° 42' 06.32"	PCR 629/R/C/W/U	B763	
17			A14	02° 44' 57.62"	101° 42' 04.26"	PCR 789/R/C/W/U	B744	
18			A14L	02° 44' 56.72"	101° 42' 04.18"	PCR 540/R/C/W/U	B734	
19			A14R	02° 44' 57.92"	101° 42' 04.49"	PCR 540/R/C/W/U	B734	
20			A51	02° 44' 58.81"	101° 42' 19.31"	PCR 540/R/C/W/U	B744	
21			A52	02° 44' 57.41"	101° 42' 17.25"	PCR 571/R/C/W/U	B744	
22			A52L	02° 44' 58.12"	101° 42' 17.52"	PCR 571/R/C/W/U	A321	
23			A52R	02° 44' 57.42"	101° 42' 16.49"	PCR 571/R/C/W/U	A321	
24			A53	02° 44' 56.01"	101° 42' 15.19"	PCR 777/R/C/W/U	B744	
25			A53L	02° 44' 56.72"	101° 42' 15.46"	PCR 571/R/C/W/U	A321	
26			A53R	02° 44' 56.02"	101° 42' 14.43"	PCR 540/R/C/W/U	A321	
27			A54	02° 44' 54.62"	101° 42' 13.12"	PCR 777/R/C/W/U	B744	
28			A54L	02° 44' 55.27"	101° 42' 13.44"	PCR 571/R/C/W/U	A321	
29			A54R	02° 44' 54.63"	101° 42' 12.37"	PCR 540/R/C/W/U	A321	
30	(ETS) 121.80MHz		A61	02° 44' 53.52"	101° 42' 03.90"	PCR 1179/R/C/W/U	B744	
31	EAST TERMINAL WEST (ETW) 122.15MHz	A3		02° 45' 06.44"	101° 42' 12.13"	PCR 571/R/C/W/U	B738	SAFEDOCK
32		A5		02° 45' 05.66"	101° 42' 10.97"	PCR 571/R/C/W/U	B38M	SAFEDOCK
33		A7		02° 45' 04.87"	101° 42' 09.81"	PCR 571/R/C/W/U	B38M	SAFEDOCK
34		A9		02° 45' 04.08"	101° 42' 08.65"	PCR 571/R/C/W/U	B38M	SAFEDOCK
35		A11		02° 45' 03.30"	101° 42' 07.49"	PCR 571/R/C/W/U	B38M	SAFEDOCK
36			A13	02° 45' 02.51"	101° 42' 06.33"	PCR 571/R/C/W/U	A321	

CHANGE : UPDATE SURFACE & STRENGTH

AIRCRAFT PARKING/ DOCKING CHART - ICAO

APRON ELEV 21 M

SEPANG/ KL INTERNATIONAL AIRPORT TERMINAL 1

TABLE 1

AIRCRAFT PARKING / DOCKING STAND POSITION

NO	APRON	AIRCRAFT STANDS		INS COORDINATES FOR ACFT. STANDS		SURFACE & STRENGTH	CRITICAL ACFT. STANDS	VDGS TYPE
		CONTACT STAND	REMOTE	LAT (N)	LONG (E)			
37	EAST TERMINAL NORTH (ETN) 122.15MHz	B3		02° 45' 15.27"	101° 42' 25.14"	PCR 540/R/C/W/U	B738	SAFEDOCK
38		B5		02° 45' 16.05"	101° 42' 26.30"	PCR 571/R/C/W/U	B38M	SAFEDOCK
39		B7		02° 45' 16.84"	101° 42' 27.46"	PCR 571/R/C/W/U	B38M	SAFEDOCK
40		B9		02° 45' 17.62"	101° 42' 28.62"	PCR 571/R/C/W/U	B38M	SAFEDOCK
41		B11		02° 45' 18.41"	101° 42' 29.78"	PCR 571/R/C/W/U	B38M	SAFEDOCK
42			B13	02° 45' 19.20"	101° 42' 30.94"	PCR 571/R/C/W/U	B38M	
43			B15	02° 45' 19.98"	101° 42' 32.10"	PCR 571/R/C/W/U	B38M	
44			B17	02° 45' 20.77"	101° 42' 33.26	PCR 540/R/C/W/U	A20N	
45			B19	02° 45' 21.56"	101° 42' 34.42"	PCR 571/R/C/W/U	B38M	
46			B21	02° 45' 22.34"	101° 42' 35.58"	PCR 540/R/C/W/U	B38M	
47			B23	02° 45' 23.13"	101° 42' 36.73"	PCR 475/R/C/W/U	B38M	
48			B61	02° 45' 27.94"	101° 42' 41.00"	PCR 686/R/C/W/U	B3XM	
49			B62	02° 45' 26.10"	101° 42' 42.44"	PCR 802/R/C/W/U	B744	
50			B62L	02° 45' 26.50"	101° 42' 41.79"	PCR 626/R/C/W/U	B38M	
51			B62R	02° 45' 25.40"	101° 42' 42.52"	PCR 626/R/C/W/U	B38M	
52			B63	02° 45' 23.49"	101° 42' 44.19"	PCR 802/R/C/W/U	B744	
53			B63L	02° 45' 23.87"	101° 42' 43.55"	PCR 626/R/C/W/U	B38M	
54			B63R	02° 45' 22.70"	101° 42' 44.34"	PCR 626/R/C/W/U	CRJX	
55	EAST TERMINAL EAST (ETE) 122.15MHz	B2		02° 45' 10.20"	101° 42' 23.11"	PCR 960/R/C/W/U	B744	APIS++
56		B2L		02° 45' 09.20"	101° 42' 22.90"	PCR 571/R/C/W/U	B38M	APIS++
57		B2R		02° 45' 10.53"	101° 42' 23.48"	PCR 571/R/C/W/U	B38M	APIS++
58		B4		02° 45' 11.91"	101° 42' 25.33"	PCR 918/R/C/W/U	B773	APIS++
59		B4L		02° 45' 10.80"	101° 42' 25.12"	PCR 571/R/C/W/U	B38M	APIS++
60		B4R		02° 45' 12.10"	101° 42' 25.79"	PCR 571/R/C/W/U	B38M	APIS++
61		B6		02° 45' 13.31"	101° 42' 27.39"	PCR 918/R/C/W/U	B773	SAFEDOCK
62		B6L		02° 45' 12.29"	101° 42' 27.37"	PCR 571/R/C/W/U	B38M	SAFEDOCK
63		B6R		02° 45' 13.60"	101° 42' 27.82"	PCR 571/R/C/W/U	B38M	SAFEDOCK
64		B8		02° 45' 14.71"	101° 42' 29.46"	PCR 918/R/C/W/U	B773	SAFEDOCK
65		B8L		02° 45' 13.73"	101° 42' 29.54"	PCR 571/R/C/W/U	B38M	SAFEDOCK
66		B8R		02° 45' 14.93"	101° 42' 29.78"	PCR 571/R/C/W/U	B38M	SAFEDOCK
67		B10		02° 45' 16.10"	101° 42' 31.52"	PCR 802/R/C/W/U	B773	SAFEDOCK
68		B10L		02° 45' 15.16"	101° 42' 31.64"	PCR 571/R/C/W/U	B38M	SAFEDOCK
69		B10R		02° 45' 16.42"	101° 42' 31.97"	PCR 802/R/C/W/U	B38M	SAFEDOCK
70			B12	02° 45' 17.76"	101° 42' 34.62"	PCR 629/R/C/W/U	B3XM	
71			B14	02° 45' 19.43"	101° 42' 36.50"	PCR 789/R/C/W/U	B744	
72			B14L	02° 45' 18.48"	101° 42' 36.17"	PCR 571/R/C/W/U	B38M	
73			B14R	02° 45' 19.69"	101° 42' 36.95"	PCR 571/R/C/W/U	B38M	
74			B16	02° 45' 20.56"	101° 42' 38.75"	PCR 918/R/C/W/U	B764	

CHANGES : UPDATE CRITICAL ACFT. STANDS
UPDATE SURFACE & STRENGTH

AMDT 01/2026

AIRCRAFT PARKING/ DOCKING CHART - ICAO

APRON ELEV
21 M

SEPANG/ KL INTERNATIONAL AIRPORT TERMINAL 1

TABLE 1

AIRCRAFT PARKING / DOCKING STAND POSITION

NO	APRON	AIRCRAFT STANDS		INS COORDINATES FOR ACFT. STANDS		SURFACE & STRENGTH	CRITICAL ACFT. STANDS	VDGS TYPE
		CONTACT STAND	REMOTE	LAT (N)	LONG (E)			
75	EAST TERMINAL EAST (ETE) 122.15MHZ		B51	02° 45' 06.02"	101° 42' 29.41"	PCR 802/R/C/W/U	B763	
76			B52	02° 45' 07.47"	101° 42' 31.54"	PCR 802/R/C/W/U	B772	
77			B52L	02° 45' 07.96"	101° 42' 31.99"	PCR 571/R/C/W/U	B38M	
78			B52R	02° 45' 07.38"	101° 42' 30.80"	PCR 540/R/C/W/U	B38M	
79			B53	02° 45' 08.94"	101° 42' 33.72"	PCR 802/R/C/W/U	B772	
80			B53L	02° 45' 09.60"	101° 42' 34.06"	PCR 540/R/C/W/U	B38M	
81			B53R	02° 45' 08.72"	101° 42' 33.06"	PCR 540/R/C/W/U	B38M	
82			B54	02° 45' 10.42"	101° 42' 35.89"	PCR 802/R/C/W/U	B772	
83			B54L	02° 45' 11.07"	101° 42' 36.24"	PCR 626/R/C/W/U	B38M	
84			B54R	02° 45' 10.33"	101° 42' 35.15"	PCR 626/R/C/W/U	B38M	
85	EAST SATELLITE SOUTH (ESS) 122.275MHZ	C1		02° 44' 48.44"	101° 42' 45.26"	PCR 1179/R/C/W/U	B744	APIS++
86		C3		02° 44' 47.05"	101° 42' 43.27"	PCR 1179/R/C/W/U	B744	APIS++
87		C32		02° 44' 47.39"	101° 42' 50.44"	PCR 1179/R/C/W/U	B744	APIS++
88		C34		02° 44' 45.42"	101° 42' 51.87"	PCR 1179/R/C/W/U	B744	APIS++
89		C36		02° 44' 43.39"	101° 42' 53.22"	PCR 1179/R/C/W/U	B744	APIS++
90			C7	02° 44' 45.65"	101° 42' 41.20"	PCR 960/R/C/W/U	B744	
91			C38	02° 44' 41.40"	101° 42' 54.08"	PCR 626/R/C/W/U	B38M	
92			C51	02° 44' 37.51"	101° 42' 48.69"	PCR 626/R/C/W/U	B38M	
93			C52	02° 44' 38.93"	101° 42' 47.26"	PCR 960/R/C/W/U	B744	
94			C52L	02° 44' 38.60"	101° 42' 47.95"	PCR 626/R/C/W/U	A321	
95			C52R	02° 44' 39.69"	101° 42' 47.22"	PCR 626/R/C/W/U	A321	
96			C53	02° 44' 41.11"	101° 42' 45.80"	PCR 918/R/C/W/U	B744	

CHANGES : UPDATE SURFACE & STRENGTH

AIRCRAFT PARKING/ DOCKING CHART - ICAO

APRON ELEV
21 M

SEPANG/ KL INTERNATIONAL AIRPORT TERMINAL 1

TABLE 1

AIRCRAFT PARKING / DOCKING STAND POSITION

NO	APRON	AIRCRAFT STANDS		INS COORDINATES FOR ACFT. STANDS		SURFACE & STRENGTH	CRITICAL ACFT. STANDS	VDGS TYPE
		CONTACT STAND	REMOTE	LAT (N)	LONG (E)			
97	EAST SATELLITE WEST (ESW) 122.85MHZ	C2		02° 44' 51.02"	101° 42' 43.57"	PCR 1179/R/C/W/U	B744	APIS++
98		C4		02° 44' 49.63"	101° 42' 41.58"	PCR 1179/R/C/W/U	B744	APIS++
99		C6		02° 44' 55.61"	101° 42' 44.44"	PCR 626/R/C/W/U	B763	APIS++
100		C11		02° 44' 55.54"	101° 42' 44.43"	PCR 626/R/C/W/U	B752	APIS++
101		C13		02° 44' 57.00"	101° 42' 43.45"	PCR 626/R/C/W/U	B752	APIS++
102		C15		02° 44' 58.90"	101° 42' 42.50"	PCR 1179/R/C/W/U	B744	APIS++
103		C17		02° 45' 01.38"	101° 42' 41.78"	PCR 1179/R/C/W/U	A388	APIS++
104			C61	02° 44' 55.70"	101° 42' 37.25"	PCR 960/R/C/W/U	B744	
105	EAST SATELLITE NORTH (ESN) 122.85MHZ		C62	02° 44' 54.33"	101° 42' 35.63"	PCR 540/R/C/W/U	B752	
106		C12		02° 44' 58.05"	101° 42' 47.25"	PCR 1179/R/C/W/U	B748	APIS++
107		C12R		02° 44' 58.15"	101° 42' 47.29"	PCR 977/R/C/W/U	A388	AIRPARK
108		C14		02° 45' 00.08"	101° 42' 45.89"	PCR 1179/R/C/W/U	B744	APIS++
109		C16		02° 45' 02.11"	101° 42' 44.53"	PCR 1179/R/C/W/U	B744	APIS++
110		C16R		02° 45' 02.17"	101° 42' 44.52"	PCR 977/R/C/W/U	A388	AIRPARK
111		C21		02° 44' 57.11"	101° 42' 51.71"	PCR 626/R/C/W/U	B38M	APIS++
112		C23		02° 44' 58.04"	101° 42' 53.08"	PCR 626/R/C/W/U	B38M	APIS++
113		C25		02° 44' 58.88"	101° 42' 55.09"	PCR 1179/R/C/W/U	B744	APIS++
114		C27		02° 44' 59.77"	101° 42' 57.46"	PCR 1179/R/C/W/U	A388	APIS++
115			C18	02° 45' 03.98"	101° 42' 43.55"	PCR 540/R/C/W/U	B38M	
116			C72	02° 45' 07.86"	101° 42' 50.12"	PCR 977/R/C/W/U	A388	
117			C72L	02° 45' 07.86"	101° 42' 50.12"	PCR 626/R/C/W/U	B38M	
118			C72R	02° 45' 07.86"	101° 42' 50.12"	PCR 626/R/C/W/U	B38M	
119			C73	02° 45' 05.20"	101° 42' 51.91"	PCR 977/R/C/W/U	A388	
120			C73L	02° 45' 05.20"	101° 42' 51.91"	PCR 626R/C/W/U	B38M	
121			C73R	02° 45' 05.20"	101° 42' 51.91"	PCR 626/R/C/W/U	B38M	
122			C74	02° 45' 07.41"	101° 42' 53.54"	PCR 977/R/C/W/U	A388	
123			C74L	02° 45' 07.41"	101° 42' 53.54"	PCR 626/R/C/W/U	B38M	
124			C74R	02° 45' 07.41"	101° 42' 53.54"	PCR 626/R/C/W/U	B38M	

CHANGES : UPDATE SEQUENCE NUMBERING
UPDATE SURFACE & STRENGTH

AIRCRAFT PARKING/ DOCKING CHART - ICAO

APRON ELEV
21 M

SEPANG/ KL INTERNATIONAL AIRPORT TERMINAL 1

TABLE 1

AIRCRAFT PARKING / DOCKING STAND POSITION

NO	APRON	AIRCRAFT STANDS		INS COORDINATES FOR ACFT. STANDS		SURFACE & STRENGTH	CRITICAL ACFT. STANDS	VDGS TYPE
		CONTACT STAND	REMOTE	LAT (N)	LONG (E)			
125	EAST SATELLITE EAST (ESE) 122.275MHZ	C22		02° 44' 54.32"	101° 42' 54.09"	PCR 1179/R/C/W/U	B744	APIS++
126		C24		02° 44' 55.76"	101° 42' 56.05"	PCR 1179/R/C/W/U	B744	APIS++
127		C26		02° 44' 57.13"	101° 42' 58.07"	PCR 1179/R/C/W/U	B744	APIS++
128		C31		02° 44' 49.78"	101° 42' 53.19"	PCR 1179/R/C/W/U	B752	APIS++
129		C33		02° 44' 48.23"	101° 42' 54.03"	PCR 626/R/C/W/U	B752	APIS++
130		C35		02° 44' 46.28"	101° 42' 54.94"	PCR 1179/R/C/W/U	B744	APIS++
131		C37		02° 44' 44.00"	101° 42' 55.85"	PCR 1179/R/C/W/U	A388	APIS++
132			C28	02° 44' 58.15"	101° 43' 00.05"	PCR 540/R/C/W/U	B38M	
133			C81	02° 44' 52.65"	101° 43' 04.10"	PCR 449/R/C/W/U	B38M	
134			C82	02° 44' 51.13"	101° 43' 02.50"	PCR 1179/R/C/W/U	B744	
135			C82L	02° 44' 51.09"	101° 43' 01.74"	PCR 1179/R/C/W/U	B38M	
136			C82R	02° 44' 51.83"	101° 43' 02.83"	PCR 1179/R/C/W/U	B83M	
137			C83	02° 44' 49.66"	101° 43' 00.33"	PCR 594/R/C/W/U	B744	
138	EAST CARGO SOUTH (ECS) 121.8MHZ		F8	02° 44' 03.53"	101° 42' 36.15"	PCR 562/R/C/W/U	B748	
139			F8L	02° 44' 03.86"	101° 42' 35.41"	PCR 465/R/C/W/U	A321	
140			F8R	02° 44' 02.71"	101° 42' 36.18"	PCR 465/R/C/W/U	A321	
141			F9	02° 44' 01.23"	101° 42' 37.69"	PCR 562/R/C/W/U	B748	
142			F9L	02° 44' 01.56"	101° 42' 36.95"	PCR 486/R/C/W/U	A321	
143			F9R	02° 44' 00.42"	101° 42' 37.72"	PCR 486/R/C/W/U	A321	
144			F10	02° 43' 58.94"	101° 42' 39.23"	PCR 562/R/C/W/U	B748	
145			F10L	02° 43' 59.27"	101° 42' 38.49"	PCR 486/R/C/W/U	A321	
146			F10R	02° 43' 58.12"	101° 42' 39.26"	PCR 486/R/C/W/U	A321	
147			F11	02° 43' 56.64"	101° 42' 40.77"	PCR 562/R/C/W/U	B748	
148			F11L	02° 43' 56.97"	101° 42' 40.03"	PCR 486/R/C/W/U	A321	
149			F11R	02° 43' 55.83"	101° 42' 40.80"	PCR 486/R/C/W/U	A321	

CHANGES : UPDATE SURFACE & STRENGTH

AIRCRAFT PARKING/ DOCKING CHART - ICAO

APRON ELEV
21 M

SEPANG/ KL INTERNATIONAL AIRPORT TERMINAL 1

TABLE 1

AIRCRAFT PARKING / DOCKING STAND POSITION

NO	APRON	AIRCRAFT STANDS		INS COORDINATES FOR ACFT. STANDS		SURFACE & STRENGTH	CRITICAL ACFT. STANDS
		CONTACT STAND	REMOTE	LAT (N)	LONG (E)		
150	EAST CARGO WEST (ECW) 123.25MHZ		F1	02° 44' 16.80"	101° 42' 50.96"	PCR 802/R/C/W/U	B748
151			F1L	02° 44' 17.55"	101° 42' 51.28"	PCR 540/R/C/W/U	B38M
152			F1R	02° 44' 16.78"	101° 42' 50.14"	PCR 540/R/C/W/U	B38M
153			F2	02° 44' 15.25"	101° 42' 48.68"	PCR 802/R/C/W/U	B748
154			F2L	02° 44' 16.00"	101° 42' 49.00"	PCR 540/R/C/W/U	B38M
155			F2R	02° 44' 15.23"	101° 42' 47.86"	PCR 540/R/C/W/U	B38M
156			F3	02° 44' 13.70"	101° 42' 46.40"	PCR 802/R/C/W/U	B748
157			F3L	02° 44' 14.45"	101° 42' 46.72"	PCR 540/R/C/W/U	B38M
158			F3R	02° 44' 13.68"	101° 42' 45.58"	PCR 540/R/C/W/U	B38M
159			F4	02° 44' 12.15"	101° 42' 44.11"	PCR 950/R/C/W/U	B748
160			F4L	02° 44' 12.91"	101° 42' 44.44"	PCR 626/R/C/W/U	B38M
161			F4R	02° 44' 12.13"	101° 42' 43.30"	PCR 626/R/C/W/U	B38M
162			F5	02° 44' 10.61"	101° 42' 41.83"	PCR 802/R/C/W/U	B748
163			F5L	02° 44' 11.36"	101° 42' 42.16"	PCR 626/R/C/W/U	B38M
164			F5R	02° 44' 10.59"	101° 42' 41.02"	PCR 626/R/C/W/U	B38M
165			F6	02° 44' 09.06"	101° 42' 39.55"	PCR 802/R/C/W/U	B748
166			F6L	02° 44' 09.81"	101° 42' 39.88"	PCR 626/R/C/W/U	B38M
167			F6R	02° 44' 09.04"	101° 42' 38.73"	PCR 626/R/C/W/U	B38M
168			F7	02° 44' 07.51"	101° 42' 37.27"	PCR 802/R/C/W/U	B748
169			F7L	02° 44' 08.27"	101° 42' 37.59"	PCR 626/R/C/W/U	B38M
170			F7R	02° 44' 07.49"	101° 42' 36.45"	PCR 626/R/C/W/U	B38M
171	EAST CARGO NORTH (ECN) 123.25MHZ		F21	02° 44' 21.09"	101° 42' 57.30"	PCR 1140/R/C/W/U	B744
172			F21L	02° 44' 21.84"	101° 42' 57.62"	PCR 626/R/C/W/U	A321
173			F21R	02° 44' 21.07"	101° 42' 56.48"	PCR 626/R/C/W/U	A321
174			F22	02° 44' 22.64"	101° 42' 59.58"	PCR 1140/R/C/W/U	B744
175			F22L	02° 44' 23.39"	101° 42' 59.90"	PCR 626/R/C/W/U	A321
176			F22R	02° 44' 22.62"	101° 42' 58.76"	PCR 626/R/C/W/U	A321
177			F23	02° 44' 24.18"	101° 43' 01.86"	PCR 1140/R/C/W/U	B744
178			F23L	02° 44' 24.94"	101° 43' 02.18"	PCR 626/R/C/W/U	A321
179			F23R	02° 44' 24.16"	101° 43' 01.04"	PCR 626/R/C/W/U	A321
180			F24	02° 44' 26.69"	101° 43' 02.41"	PCR 1140/R/C/W/U	B744
181			F24L	02° 44' 27.19"	101° 43' 02.90"	PCR 626/R/C/W/U	A321
182			F24R	02° 44' 26.42"	101° 43' 01.76"	PCR 626/R/C/W/U	A321
183			F25	02° 44' 27.42"	101° 43' 06.34"	PCR 1140/R/C/W/U	B744
184			F25L	02° 44' 28.14"	101° 43' 06.69"	PCR 626/R/C/W/U	A321
185			F25R	02° 44' 27.36"	101° 43' 05.55"	PCR 626/R/C/W/U	A321

CHANGES : UPDATE SURFACE & STRENGTH

AIRCRAFT PARKING/ DOCKING CHART - ICAO

APRON ELEV
21 M

SEPANG/ KL INTERNATIONAL AIRPORT TERMINAL 1

TABLE 1

AIRCRAFT PARKING / DOCKING STAND POSITION							
NO	APRON	AIRCRAFT STANDS		INS COORDINATES FOR ACFT. STANDS		SURFACE & STRENGTH	CRITICAL ACFT. STANDS
		CONTACT STAND	REMOTE	LAT (N)	LONG (E)		
186	EAST CARGO NORTH (ECN) 123.25MHZ		F26	02° 44' 28.97"	101° 43' 08.63"	PCR 1140/R/C/W/U	B744
187			F26L	02° 44' 29.69"	101° 43' 08.97"	PCR 626/R/C/W/U	A321
188			F26R	02° 44' 28.91"	101° 43' 07.83"	PCR 626/R/C/W/U	A321
189			F27	02° 44' 30.60"	101° 43' 11.04"	PCR 1140/R/C/W/U	A388
190			F27L	02° 44' 31.24"	101° 43' 11.25"	PCR 626/R/C/W/U	A321
191			F27R	02° 44' 30.46"	101° 43' 10.11"	PCR 626/R/C/W/U	B739
192	EAST CARGO EAST (ECE) 123.25MHZ		F28	02° 44' 29.96"	101° 43' 15.23"	PCR 1140/R/C/W/U	B744
193			F28L	02° 44' 29.62"	101° 43' 15.95"	PCR 626/R/C/W/U	A321
194			F28R	02° 44' 30.76"	101° 43' 15.18"	PCR 626/R/C/W/U	A321
195			F29	02° 44' 27.67"	101° 43' 16.77"	PCR 1140/R/C/W/U	B744
196			F29L	02° 44' 27.32"	101° 43' 17.48"	PCR 626/R/C/W/U	A321
197			F29R	02° 44' 28.47"	101° 43' 16.72"	PCR 626/R/C/W/U	A321
198			F30	02° 44' 25.37"	101° 43' 18.30"	PCR 1140/R/C/W/U	B744
199			F30L	02° 44' 25.03"	101° 43' 19.02"	PCR 626/R/C/W/U	A321
200			F30R	02° 44' 26.17"	101° 43' 18.25"	PCR 626/R/C/W/U	A321
201			F31	02° 44' 23.08"	101° 43' 19.84"	PCR 1140/R/C/W/U	B744
202			F31L	02° 44' 22.73"	101° 43' 20.56"	PCR 626/R/C/W/U	A321
203			F31R	02° 44' 23.88"	101° 43' 19.79"	PCR 626/R/C/W/U	A321
204			F32	02° 44' 20.79"	101° 43' 21.38"	PCR 1140/R/C/W/U	B744
205			F32L	02° 44' 20.44"	101° 43' 22.10"	PCR 626/R/C/W/U	A321
206			F32R	02° 44' 21.59"	101° 43' 21.33"	PCR 626/R/C/W/U	A321
207			F33	02° 44' 18.49"	101° 43' 22.92"	PCR 1140/R/C/W/U	B744
208			F33L	02° 44' 18.14"	101° 43' 23.64"	PCR 626/R/C/W/U	A321
209			F33R	02° 44' 19.29"	101° 43' 22.87"	PCR 626/R/C/W/U	A321
210			F34	02° 44' 16.20"	101° 43' 24.46"	PCR 1140/R/C/W/U	B744
211			F34L	02° 44' 15.85"	101° 43' 25.18"	PCR 626/R/C/W/U	A321
212			F34R	02° 44' 17.00"	101° 43' 24.41"	PCR 626/R/C/W/U	A321
213	MAINTENANCE STAND ONLY						
214			M1	NOT APPLICABLE	NOT APPLICABLE	PCR 1179/R/C/W/U	B744
215			M2	NOT APPLICABLE	NOT APPLICABLE	PCR 1179/R/C/W/U	B744
216			M3	NOT APPLICABLE	NOT APPLICABLE	PCR 1179/R/C/W/U	B744
217			M4	NOT APPLICABLE	NOT APPLICABLE	PCR 1179/R/C/W/U	B744
218			M5	NOT APPLICABLE	NOT APPLICABLE	PCR 1179/R/C/W/U	B744

CHANGES : UPDATE SURFACE & STRENGTH

AIRCRAFT PARKING / DOCKING CHART - ICAO

APRON ELEV
10 M

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

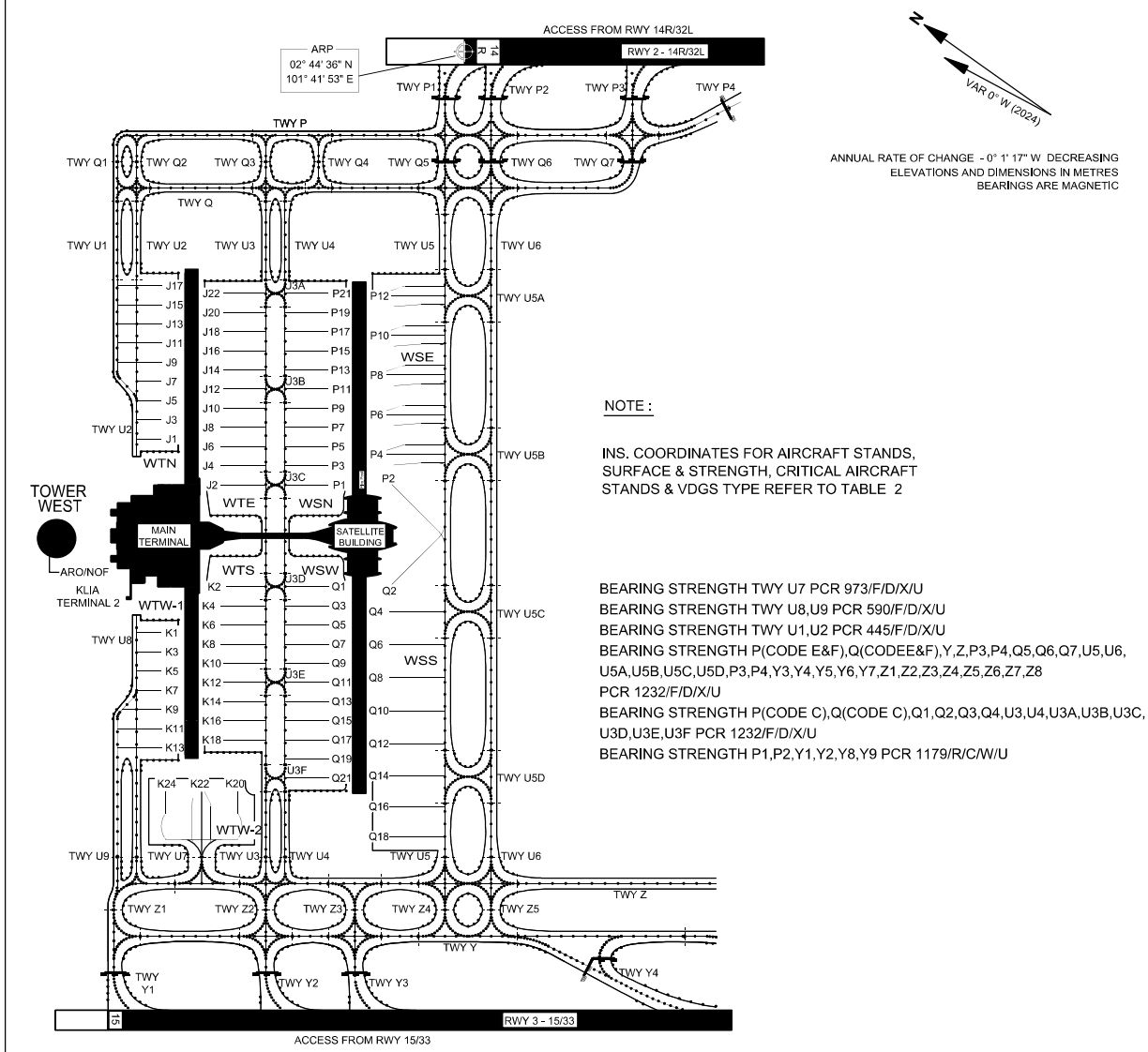
KLIA (TERMINAL 2)	
GND	121.725
GND	122.550
GND	130.750

RWY 33/15	
TWR	119.800
GND	118.050

ACD
126.0
128.15

SEPANG / KL INTERNATIONAL AIRPORT

TERMINAL 2



NOTE :

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

BEARING STRENGTH TWY U7 PCR 973/F/D/X/U
BEARING STRENGTH TWY U8,U9 PCR 590/F/D/X/U
BEARING STRENGTH TWY U1,U2 PCR 445/F/D/X/U
BEARING STRENGTH P(CODE E&F),Q(CODEE&F),Y,Z,P3,P4,Q5,Q6,Q7,U5,U6, U5A,U5B,U5C,U5D,P3,P4,Y3,Y4,Y5,Y6,Y7,Z1,Z2,Z3,Z4,Z5,Z6,Z7,Z8 PCR 1232/F/D/X/U
BEARING STRENGTH P(CODE C),Q(CODE C),Q1,Q2,Q3,Q4,U3,U4,U3A,U3B,U3C, U3D,U3E,U3F PCR 1232/F/D/X/U
BEARING STRENGTH P1,P2,Y1,Y2,Y8,Y9 PCR 1179/R/C/W/U

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

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

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

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

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

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

AIRCRAFT PARKING/ DOCKING CHART - ICAO

APRON ELEV
10 M

SEPANG/ KL INTERNATIONAL AIRPORT TERMINAL 2

TABLE 2

AIRCRAFT PARKING / DOCKING STAND POSITION

NO	APRON	AIRCRAFT STANDS		INS COORDINATES FOR ACFT. STANDS		SURFACE & STRENGTH	CRITICAL ACFT. STANDS	VDGS TYPE
		CONTACT STAND	REMOTE	LAT (N)	LONG (E)			
1	WEST TERMINAL NORTH (WTN) 121.725MHZ	J1		02° 44' 37.93"	101° 41' 16.87"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
2		J3		02° 44' 38.72"	101° 41' 18.04"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
3		J5		02° 44' 39.51"	101° 41' 19.37"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
4		J7		02° 44' 40.30"	101° 41' 20.37"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
5		J9		02° 44' 41.09"	101° 41' 21.54"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
6		J11		02° 44' 41.89"	101° 41' 22.71"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
7		J13		02° 44' 42.71"	101° 41' 23.86"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
8		J15		02° 44'43.50"	101° 41' 25.03"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
9		J17		02° 44' 44.29"	101° 41' 26.20"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
10	WEST TERMINAL EAST (WTE) 122.55MHZ		J2	02° 44' 33.13"	101° 41' 16.00"	PCR 445/F/D/X/U	A21N	
11		J4		02° 44' 33.92"	101° 41' 17.17"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
12		J6		02° 44' 34.71"	101° 41' 18.34"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
13		J8		02° 44' 35.50"	101° 41' 19.51"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
14		J10		02° 44' 36.29"	101° 41' 20.68"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
15		J12		02° 44' 37.09"	101° 41' 21.84"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
16		J14		02° 44' 37.88"	101° 41' 23.01"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
17		J16		02° 44' 38.67"	101° 41' 24.18"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
18		J18		02° 44' 39.46"	101° 41' 25.35"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
19		J20		02° 44' 40.25"	101° 41' 26.51"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
20		J22		02° 44' 41.05"	101° 41' 27.68"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
21	WEST TERMINAL WEST - 1 (WTW - 1) 121.725MHZ	K1		02° 44' 29.92"	101° 41' 05.06"	PCR 590/F/D/X/U	A21N	RLG GIS206-2
22		K3		02° 44' 29.12"	101° 41' 03.89"	PCR 590/F/D/X/U	A21N	RLG GIS206-2
23		K5		02° 44' 28.33"	101° 41' 02.72"	PCR 590/F/D/X/U	A21N	RLG GIS206-2
24		K7		02° 44' 27.54"	101° 41' 01.55"	PCR 590/F/D/X/U	A21N	RLG GIS206-2
25		K9		02° 44' 26.75"	101° 41' 00.38"	PCR 590/F/D/X/U	A21N	RLG GIS206-2
26		K11		02° 44' 25.96"	101° 40' 59.22"	PCR 590/F/D/X/U	A21N	RLG GIS206-2
27		K13		02° 44' 25.17"	101° 40' 58.05"	PCR 590/F/D/X/U	A21N	RLG GIS206-2
28	WEST TERMINAL WEST - 2 (WTW - 2) 121.725MHZ		K20	02° 44' 19.15"	101° 40' 58.39"	PCR 805/F/D/X/U	B744	
29		K22L		02° 44' 21.58"	101° 40' 55.97"	PCR 590/F/D/X/U	A21N	RLG GIS206-2
30		K22		02° 44' 21.38"	101° 40' 56.90"	PCR 973/F/D/X/U	B744	RLG GIS206-2
31		K22R		02° 44' 21.42"	101° 40' 57.04"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
32			K24	02° 44' 23.60"	101° 40' 55.41"	PCR 955/F/D/X/U	B744	

CHANGE : TABLE FOR SURFACE & STRENGTH

AIRCRAFT PARKING/ DOCKING CHART - ICAO

APRON ELEV
10 M

SEPANG/ KL INTERNATIONAL AIRPORT TERMINAL 2

TABLE 2

AIRCRAFT PARKING / DOCKING STAND POSITION

NO	APRON	AIRCRAFT STANDS		INS COORDINATES FOR ACFT. STANDS		SURFACE & STRENGTH	CRITICAL ACFT. STANDS	VDGS TYPE
		CONTACT STAND	REMOTE	LAT (N)	LONG (E)			
33	WEST TERMINAL SOUTH (WTS) 122.55MHZ	K2		02° 44' 28.92"	101° 41' 09.80"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
34		K4		02° 44' 28.13"	101° 41' 08.64"	PCR 590/F/D/X/U	A21N	RLG GIS206-2
35		K6		02° 44' 27.34"	101° 41' 07.47"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
36		K8		02° 44' 26.55"	101° 41' 06.30"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
37		K10		02° 44' 25.76"	101° 41' 05.13"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
38		K12		02° 44' 24.97"	101° 41' 03.96"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
39		K14		02° 44' 24.17"	101° 41' 02.80"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
40		K16		02° 44' 23.38"	101° 41' 01.63"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
41		K18		02° 44' 22.59"	101° 41' 00.46"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
42	WEST SATELLITE NORTH (WSN) 122.55MHZ	P1		02° 44' 25.74"	101° 41' 20.96"	PCR 590/F/D/X/U	A21N	RLG GIS206-2
43		P3		02° 44' 26.53"	101° 41' 22.13"	PCR 590/F/D/X/U	A21N	RLG GIS206-2
44		P5		02° 44' 27.32"	101° 41' 23.30"	PCR 590/F/D/X/U	A21N	RLG GIS206-2
45		P7		02° 44' 28.11"	101° 41' 24.46"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
46		P9		02° 44' 28.90"	101° 41' 25.63"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
47		P11		02° 44' 29.70"	101° 41' 26.80"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
48		P13		02° 44' 30.49"	101° 41' 27.97"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
49		P15		02° 44' 31.28"	101° 41' 29.13"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
50		P17		02° 44' 32.07"	101° 41' 30.30"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
51		P19		02° 44' 32.86"	101° 41' 31.47"	PCR 590/F/D/X/U	A21N	RLG GIS206-2
52		P21		02° 44' 33.66"	101° 41' 32.64"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
53	WEST SATELLITE EAST (WSE) 130.75MHZ		P2	02° 44' 22.31"	101° 41' 23.28"	PCR 805/F/D/X/U	B744	
54		P4L		02° 44' 22.90"	101° 41' 24.64"	PCR 445/F/D/X/U	A321	RLG GIS206-2
55		P4		02° 44' 24.07"	101° 41' 24.79"	PCR 973/F/D/X/U	B744	RLG GIS206-2
56		P4R		02° 44' 24.27"	101° 41' 24.88"	PCR 445/F/D/X/U	A321	RLG GIS206-2
57		P6L		02° 44' 24.54"	101° 41' 27.06"	PCR 445/F/D/X/U	A321	RLG GIS206-2
58		P6		02° 44' 25.70"	101° 41' 27.21"	PCR 973/F/D/X/U	B744	RLG GIS206-2
59		P6R		02° 44' 25.91"	101° 41' 27.29"	PCR 445/F/D/X/U	A321	RLG GIS206-2
60		P8L		02° 44' 26.18"	101° 41' 29.47"	PCR 445/F/D/X/U	A321	RLG GIS206-2
61		P8		02° 44' 27.34"	101° 41' 29.63"	PCR 973/F/D/X/U	B744	RLG GIS206-2
62		P8R		02° 44' 27.55"	101° 41' 29.71"	PCR 445/F/D/X/U	A321	RLG GIS206-2
63		P10L		02° 44' 27.82"	101° 41' 31.89"	PCR 445/F/D/X/U	A321	RLG GIS206-2
64		P10		02° 44' 28.98"	101° 41' 32.04"	PCR 973/F/D/X/U	B744	RLG GIS206-2
65		P10R		02° 44' 29.19"	101° 41' 32.13"	PCR 445/F/D/X/U	A321	RLG GIS206-2
66		P12L		02° 44' 29.46"	101° 41' 34.30"	PCR 445/F/D/X/U	A321	RLG GIS206-2
67		P12		02° 44' 26.73"	101° 41' 36.79"	PCR 805/F/D/X/U	B744	RLG GIS206-2
68		P12R		02° 44' 30.82"	101° 41' 34.54"	PCR 445/F/D/X/U	A321	RLG GIS206-2

CHANGE : TABLE FOR SURFACE & STRENGTH

AIRCRAFT PARKING/ DOCKING CHART - ICAO

APRON ELEV
10 M

SEPANG/ KL INTERNATIONAL AIRPORT TERMINAL 2

TABLE 2

AIRCRAFT PARKING / DOCKING STAND POSITION

NO	APRON	AIRCRAFT STANDS		INS COORDINATES FOR ACFT. STANDS		SURFACE & STRENGTH	CRITICAL ACFT. STANDS	VDGS TYPE
		CONTACT STAND	REMOTE	LAT (N)	LONG (E)			
69	WEST SATELLITE WEST (WSW) 122.55MHZ		Q1	02° 44' 21.53"	101° 41' 14.76"	PCR 651/F/D/X/U	A21N	
70		Q3		02° 44' 20.74"	101° 41' 13.59"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
71		Q5		02° 44' 19.95"	101° 41' 12.42"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
72		Q7		02° 44' 19.16"	101° 41' 11.25"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
73		Q9		02° 44' 18.37"	101° 41' 10.09"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
74		Q11		02° 44' 17.57"	101° 41' 08.92"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
75		Q13		02° 44' 16.78"	101° 41' 07.75"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
76		Q15		02° 44' 15.99"	101° 41' 06.59"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
77		Q17		02° 44' 15.20"	101° 41' 05.42"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
78		Q19		02° 44' 14.41"	101° 41' 04.25"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
79		Q21		02° 44' 13.62"	101° 41' 03.08"	PCR 445/F/D/X/U	A21N	RLG GIS206-2
80	WEST SATELLITE SOUTH (WSS) 130.75MHZ		Q2	02° 44' 18.18"	101° 41' 17.18"	PCR 805/F/D/X/U	B744	
81		Q4		02° 44' 17.64"	101° 41' 15.14"	PCR 805/F/D/X/U	B744	RLG GIS206-2
82		Q6		02° 44' 16.28"	101° 41' 13.13"	PCR 805/F/D/X/U	B744	RLG GIS206-2
83		Q8		02° 44' 14.91"	101° 41' 11.11"	PCR 805/F/D/X/U	B744	RLG GIS206-2
84		Q10		02° 44' 13.55"	101° 41' 09.10"	PCR 805/F/D/X/U	B744	RLG GIS206-2
85		Q12		02° 44' 12.18"	101° 41' 07.08"	PCR 805/F/D/X/U	B744	RLG GIS206-2
86		Q14		02° 44' 10.86"	101° 41' 05.14"	PCR 805/F/D/X/U	B744	RLG GIS206-2
87			Q16	02° 44' 09.59"	101° 41' 03.25"	PCR 909/F/D/X/U	A333	
88			Q18	02° 44' 08.35"	101° 41' 01.43"	PCR 909/F/D/X/U	A333	

CHANGE : TABLE FOR SURFACE & STRENGTH

AERODROME GROUND MOVEMENT CHART - ICAO

SEPANG/ KL INTERNATIONAL AIRPORT

APRON ELEV
EAST 21 M
WEST 10 M

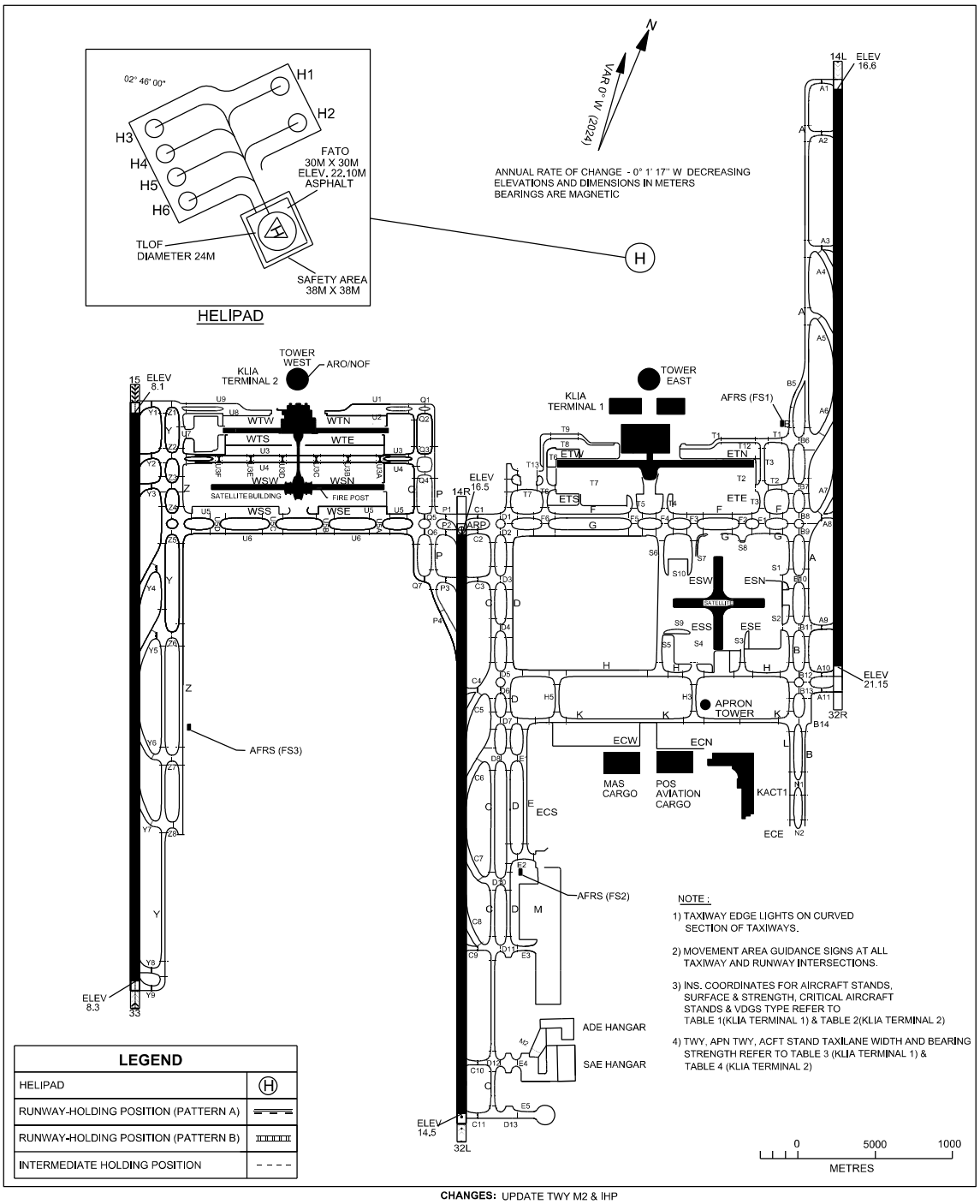
RWY 14L/32R	
TWR	118.800
GND	121.650

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 787/F/C/W/U
2	A1	26	PCR 787/F/C/W/U PCR 1179/R/C/W/U
3	A2	26	PCR 787/F/C/W/U
4	A3	26	PCR 787/F/C/W/U
5	A4	43	PCR 787/F/C/W/U
6	A5	39	PCR 787/F/C/W/U
7	A6	42	PCR 787/F/C/W/U
8	A7	44	PCR 787/F/C/W/U
9	A8	29	PCR 787/F/C/W/U
10	A9	28	PCR 787/F/C/W/U PCR 1179/R/C/W/U
11	A10	28	PCR 1179/R/C/W/U
12	A11	28	PCR 1179/R/C/W/U
13	B	25	PCR 787/F/C/W/U
14	B5	25	PCR 787/F/C/W/U
15	B6	44	PCR 787/F/C/W/U
16	B7	44	PCR 787/F/C/W/U
17	B8	44	PCR 787/F/C/W/U
18	B9	44	PCR 787/F/C/W/U
19	B10	44	PCR 787/F/C/W/U
20	B11	44	PCR 787/F/C/W/U
21	B12	44	PCR 787/F/C/W/U
22	B13	44	PCR 787/F/C/W/U
23	B14	42	PCR 787/F/C/W/U
24	C	26	PCR 787/F/C/W/U
25	C1	27	PCR 787/F/C/W/U PCR 1179/R/C/W/U
26	C2	28	PCR 787/F/C/W/U PCR 1179/R/C/W/U
27	C3	28	PCR 787/F/C/W/U
28	C4	28	PCR 787/F/C/W/U
29	C5	42	PCR 787/F/C/W/U
30	C6	41	PCR 787/F/C/W/U
31	C7	36	PCR 787/F/C/W/U
32	C8	36	PCR 787/F/C/W/U
33	C9	25	PCR 787/F/C/W/U
34	C10	26	PCR 787/F/C/W/U
35	C11	26	PCR 787/F/C/W/U PCR 1179/R/C/W/U

CHANGES : TABLE FOR BEARING STRENGTH

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV
21 M

SEPANG / KL INTERNATIONAL AIRPORT TERMINAL 1

TABLE 3

TAXIWAY WIDTH AND BEARING STRENGTH			
NO	TAXIWAY	WIDTH	BEARING STRENGTH
36	D	25	PCR 787/F/C/W/U
	TAXIWAY INTERSECTION	WIDTH	BEARING STRENGTH
37	D1	42	PCR 787/F/C/W/U
38	D2	43	PCR 787/F/C/W/U
39	D3	43	PCR 787/F/C/W/U
40	D4	43	PCR 787/F/C/W/U
41	D5	43	PCR 787/F/C/W/U
42	D6	43	PCR 787/F/C/W/U
43	D7	43	PCR 787/F/C/W/U
44	D8	43	PCR 787/F/C/W/U
45	D10	43	PCR 787/F/C/W/U
46	D11	43	PCR 787/F/C/W/U
47	D12	43	PCR 787/F/C/W/U
48	D13	32	PCR 787/F/C/W/U
	APN TAXIWAY	WIDTH	BEARING STRENGTH
49	E	24	
	TAXIWAY INTERSECTION	WIDTH	BEARING STRENGTH
50	E1	39	PCR 787/F/C/W/U PCR 1179/R/C/W/U
51	E2	39	PCR 787/F/C/W/U PCR 1179/R/C/W/U
52	E3	28	PCR 787/F/C/W/U PCR 1179/R/C/W/U
53	E4	39	PCR 787/F/C/W/U PCR 1179/R/C/W/U
54	E5	24	PCR 787/F/C/W/U PCR 1179/R/C/W/U
	TAXIWAY	WIDTH	BEARING STRENGTH
55	F	25	PCR 787/F/C/W/U
	TAXIWAY INTERSECTION	WIDTH	BEARING STRENGTH
56	F1	42	PCR 787/F/C/W/U
57	F2	42	PCR 787/F/C/W/U
58	F3	42	PCR 787/F/C/W/U
59	F4	42	PCR 787/F/C/W/U
60	F5	42	PCR 787/F/C/W/U
61	F6	42	PCR 787/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 787/F/C/W/U
63	H	25	PCR 787/F/C/W/U
	TAXIWAY	WIDTH	BEARING STRENGTH
64	H3	25	PCR 787/F/C/W/U
65	H5	25	PCR 787/F/C/W/U
	APN TAXIWAY	WIDTH	BEARING STRENGTH
66	K	25	PCR 787/F/C/W/U PCR 1179/R/C/W/U
67	L	24	PCR 787/F/C/W/U PCR 1179/R/C/W/U
68	M	25	PCR 1179/R/C/W/U
69	M2	24	PCR 2420/F/B/X/T
	TAXIWAY	WIDTH	BEARING STRENGTH
70	N1	50	PCR 787/F/C/W/U
71	N2	35	PCR 787/F/C/W/U
	APN TAXIWAY	WIDTH	BEARING STRENGTH
72	S1	24.8	PCR 787/F/C/W/U PCR 1179/R/C/W/U
73	S2	34	PCR 787/F/C/W/U PCR 1179/R/C/W/U
74	S3	23	PCR 787/F/C/W/U PCR 1179/R/C/W/U
75	S4	35.8	PCR 787/F/C/W/U PCR 1179/R/C/W/U
76	S5	23	PCR 787/F/C/W/U
77	S6	24	PCR 787/F/C/W/U
78	S7	23	PCR 787/F/C/W/U PCR 1179/R/C/W/U
79	S8	44.5	PCR 787/F/C/W/U PCR 1179/R/C/W/U
80	S9	26	PCR 1179/R/C/W/U
81	S10	42.5	PCR 1179/R/C/W/U
82	T2	23	PCR 752/F/C/W/U PCR 960/R/C/W/U
83	T3	29	PCR 655/F/C/W/U
84	T4	32	PCR 752/F/C/W/U PCR 960/R/C/W/U
85	T5	30	PCR 744/F/C/W/U PCR 918/R/C/W/U
86	T6	24	PCR 787/F/C/W/U
87	T7	23	PCR 787/F/C/W/U PCR 918/R/C/W/U
88	T13	26	PCR 1179/R/C/W/U

CHANGES : UPDATE TWY M2 & BEARING STRENGTH

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV
21 M

SEPANG / KL INTERNATIONAL AIRPORT TERMINAL 1

TABLE 3

TAXIWAY WIDTH AND BEARING STRENGTH			
NO	ACFT STAND TAXILANE	WIDTH	BEARING STRENGTH
89	T1	18	PCR 474/F/C/W/U PCR 571/R/C/W/U
90	T8	18	PCR 474/F/C/W/U PCR 571/R/C/W/U
91	T9	18	PCR 474/F/C/W/U PCR 571/R/C/W/U
92	T12	18	PCR 571/R/C/W/U

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 1232/F/D/X/U
	APN TAXIWAY	WIDTH	BEARING STRENGTH
94	U3	18	PCR 651/F/D/X/U
95	U4	18	PCR 651/F/D/X/U
96	U5	25	PCR 1232/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 973/F/D/X/U
100	U8	18	PCR 590/F/D/X/U
101	U9	18	PCR 590/F/D/X/U
	TAXIWAY	WIDTH	BEARING STRENGTH
102	U3A	18	PCR 651/F/D/X/U
103	U3B	18	PCR 651/F/D/X/U
104	U3C	18	PCR 651/F/D/X/U
105	U3D	18	PCR 651/F/D/X/U
106	U3E	18	PCR 651/F/D/X/U
107	U3F	18	PCR 651/F/D/X/U
108	U5A	25	PCR 1232/F/D/X/U
109	U5B	25	PCR 1232/F/D/X/U
110	U5C	25	PCR 1232/F/D/X/U
111	U5D	25	PCR 1232/F/D/X/U
112	P (CODE C)	18	PCR 651/F/D/X/U
113	P (CODE E & F)	25	PCR 1232/F/D/X/U
114	P1	25	PCR 1179/R/C/W/U
115	P2	25	PCR 1179/R/C/W/U
116	P3	25	PCR 1232/F/D/X/U
117	P4	25	PCR 1232/F/D/X/U
118	Q (CODE C)	18	PCR 651/F/D/X/U
119	Q (CODE E & F)	25	PCR 1232/F/D/X/U

CHANGES : UPDATE BEARING STRENGTH

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV
10 M

SEPANG / KL INTERNATIONAL AIRPORT TERMINAL 2

TABLE 4

TAXIWAY WIDTH AND BEARING STRENGTH			
NO	TAXIWAY	WIDTH	BEARING STRENGTH
120	Q1	18	PCR 651/F/D/X/U
121	Q2	18	PCR 651/F/D/X/U
122	Q3	18	PCR 651/F/D/X/U
123	Q4	18	PCR 651/F/D/X/U
124	Q5	25	PCR 1232/F/D/X/U
125	Q6	25	PCR 1232/F/D/X/U
126	Q7	25	PCR 1232/F/D/X/U
127	Y	25	PCR 1232/F/D/X/U
128	Y1	31	PCR 1179/R/C/W/U
129	Y2	35	PCR 1179/R/C/W/U
130	Y3	35	PCR 1232/F/D/X/U
131	Y4	35	PCR 1232/F/D/X/U
132	Y5	35	PCR 1232/F/D/X/U
133	Y6	34	PCR 1232/F/D/X/U
134	Y7	34	PCR 1232/F/D/X/U
135	Y8	35	PCR 1179/R/C/W/U
136	Y9	31	PCR 1179/R/C/W/U
137	Z	25	PCR 1232/F/D/X/U
138	Z1	33	PCR 1232/F/D/X/U
139	Z2	40	PCR 1232/F/D/X/U
140	Z3	40	PCR 1232/F/D/X/U
141	Z4	40	PCR 1232/F/D/X/U
142	Z5	40	PCR 1232/F/D/X/U
143	Z6	40	PCR 1232/F/D/X/U
144	Z7	40	PCR 1232/F/D/X/U
145	Z8	40	PCR 1232/F/D/X/U

CHANGES : UPDATE BEARING STRENGTH

TAXI ROUTES

1 Standard Taxi Routes.

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

1.2 Progressive taxi instructions may be issued:

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

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

2 Taxi Routes and Restrictions

2.1 KLIA Terminal 1 Operations

2.1.1 Aircraft shall hold short of the runway holding position, stopping as close as practicable to but not beyond the holding line 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.

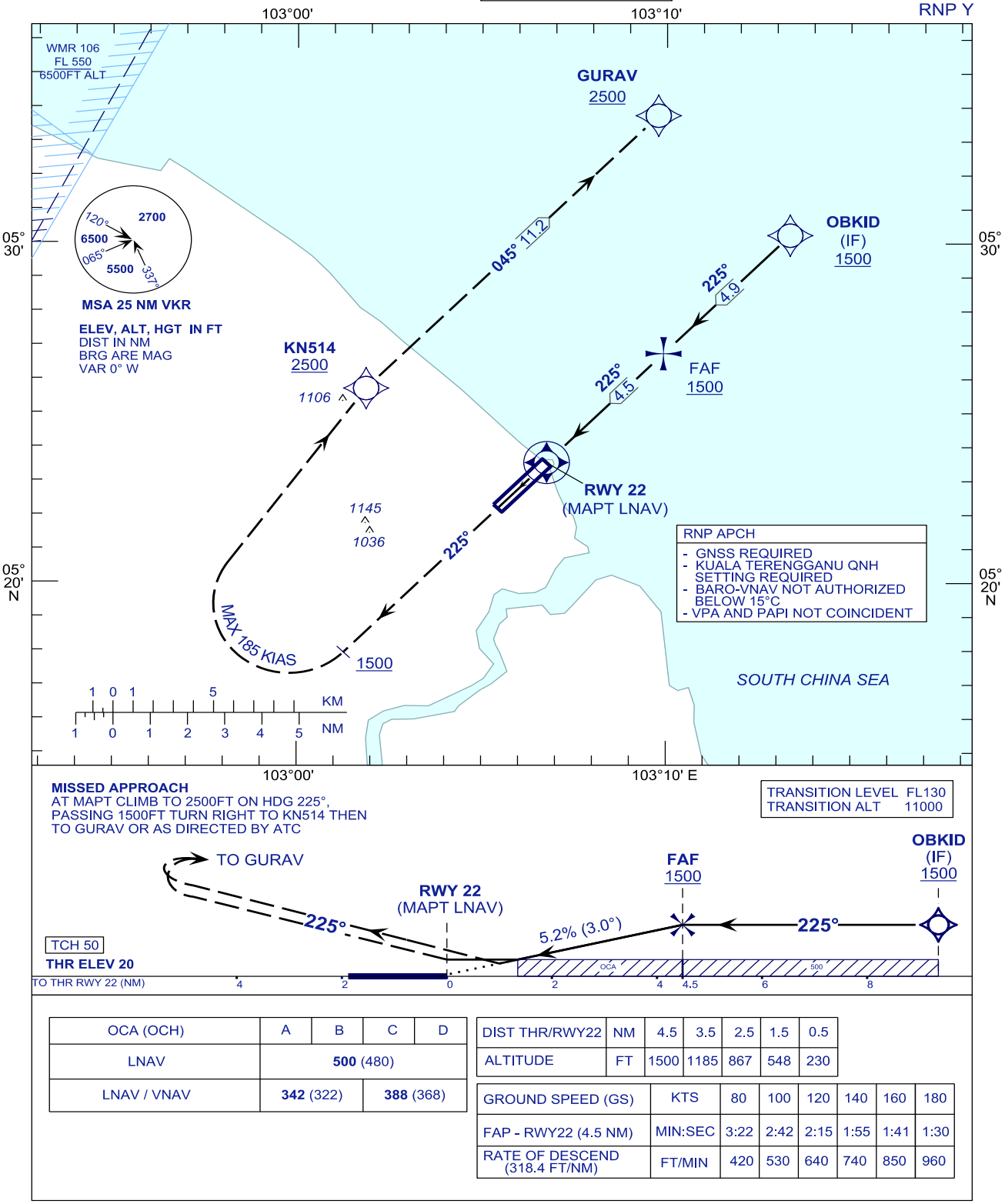
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 20 FT
HEIGHT RELATED TO
THR RWY 22 - ELEV 20 FT

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

KUALA TERENGGANU/ SULTAN MAHMUD (WMKN) RWY 22

RNP Y



MISSED APPROACH
AT MAPT CLIMB TO 2500FT ON HDG 225°,
PASSING 1500FT TURN RIGHT TO KN514 THEN
TO GURAV OR AS DIRECTED BY ATC

TRANSITION LEVEL FL130
TRANSITION ALT 11000

OCA (OCH)	A	B	C	D
LNAV	**500** (480)			
LNAV / VNAV	**342** (322)		**388** (368)	

DIST THR/RWY22	NM	4.5	3.5	2.5	1.5	0.5
ALTITUDE	FT	1500	1185	867	548	230

GROUND SPEED (GS)	KTS	80	100	120	140	160	180
FAP - RWY22 (4.5 NM)	MIN:SEC	3:22	2:42	2:15	1:55	1:41	1:30
RATE OF DESCEND (318.4 FT/NM)	FT/MIN	420	530	640	740	850	960

CHANGES : ATS COMMUNICATION FREQUENCIES

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 20 FT
HEIGHT RELATED TO
THR RWY 22 - ELEV 20 FT

KUALA TERENGGANU/ SULTAN MAHMUD (WMKN) RWY 22

RNP Y

TABULAR DESCRIPTION

SEQ.	PATH TERM.	WAYPOINT IDENTIFIER	FLY OVER	WPT. DESC.	COURSE/ TRACK (°M)	DISTANCE (NM)	TURN DIR.	ALTITUDE (FT)	SPEED LIMIT (KT)	VPA/TCH	NAV. SPEC.
010	IF	OBKID	N	IF	-	-	-	+1500	-	-	-
020	TF	FAF	N	FAF	225°	4.9	-	+1500	-	-	RNP APCH
030	TF	RWY 22	Y	MAPT	225°	4.5	-	-	-	-3.00°/50	RNP APCH
040	CA	-	N	-	225°	-	-	+1500	-	-	RNP APCH
050	DF	KN514	N	-	-	-	R	+2500	-185	-	RNP APCH
060	TF	GURAV	N	-	045°	11.2	-	+2500	-	-	RNP APCH

WAYPOINT LIST

FIX/POINT	COORDINATES
OBKID(IF)	05°30'13.96"N 103°13'20.67"E
FAF	05°26'44.80"N 103°09'55.13"E
RWY 22 (MAPT LNAV)	05°23'31.94"N 103°06'45.70"E
KN514	05°25'42.60"N 103°01'51.93"E
GURAV	05°33'45.35"N 103°09'46.18"E

CHANGES : IN WAYPOINT LIST FOR GURAV WAYPOINT,
LATITUDE COORDINATES TO READ AS 05°33'45.35"N
INSTEAD OF 05°25'42.60"N

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

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

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

WMKP AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing guidance signs at all intersection with TWY and RWY and at all RWY Holding positions. Yellow taxiing guide lines at apron. Visual docking and guidance system for aircraft stand with aerobridge. Nose wheel guidance lines for all parking bays.
2	RWY and TWY markings and LGT	RWY: Centre Line, Designation, threshold, side stripe, transverse stripe, touchdown zone, aiming point and chevron markings. TWY: Centre line, taxi side stripe, intermediate holding position and runway-holding position and transverse stripe markings. RWY LGT: Edge, threshold lights and end lights. TWY LGT: Centre line, exit and edge lights.
3	Stop bars	NIL

WMKP AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)		TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2		3	4	5	6
	FROM	TORA				
04	THRESHOLD	3354	3354	3354	3354	NIL
	INTERSECTION B	2686	2686	2686	N/A	NIL
22	THRESHOLD	3354	3354	3354	3354	NIL
	INTERSECTION D	2283	2283	2283	N/A	NIL

WMKP AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
04	CAT1 918.5 M LIH	Green -	PAPI Left & Right / Slope 3° 17.6 M (57.7 FT) White and Red, Left and Right of each RWY (8 light boxes) One (1) for eaach RWY.	NIL	NIL	3354 M 60 M Variable White/ Yellow LIH	Red	NIL	Inconsistent Interval Distance of Runway 04 Approach Light Mast From Row No. 21 to Row No. 30
22	SALS 420 M LIH	Green -	PAPI Left & Right / Slope 3° 18.4 M (60.4 FT) White and Red Left and Right of each RWY (8 light boxes) One (1) for each RWY	NIL	NIL	3354 M 60 M Variable White/ Yellow LIH	Red	NIL	NIL

WMKP AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and operational hours	ABN: Available on top of Control Tower, FLG Green and WHITE 20 to 30 per minute.ON at night and during bad weather. IBN:Nil
2	LDI location and LGT Anemometer location and LGT	LDI: NIL Wind-direction indicator (WDI) RWY 04: 305 M from THR on left side, 130 M from RWY centre line and lighted. RWY 22: 351 M from THR on left side, 100 M from RWY centre line and lighted.
3	TWY edge and centre line lighting	TWY Edge Lights - At exit curve TWY Centre line lights - All TWY
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

WMKP 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

WMKP AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	BUTTERWORTH CTR Semi-circle of 15 NM radius centred on VBT (052837.19N 1002335.81E) from 053653N 1001113E clockwise to 051947N 1003555E thence a straight line to 050817N 1002755E thence a semi-circle of 15 NM radius centred VPG (051646.7N 1001537.4E) clockwise to 052517N 1000319E thence a straight line to 053654N 1001118E.
2	Vertical limits	SFC to 5 500 ft AMSL
3	Airspace classification	Class C
4	ATS unit call sign Language(s)	BUTTERWORTH RADAR, PENANG TOWER, PENANG GROUND English
5	Transition altitude	11 000 ft AMSL
6	Remarks	NIL

WMKP AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
SMC	PENANG GROUND	121.600 MHz 121.900 MHz	H24	121.600 MHz - For ACFT use. 121.900 MHz - for vehicles use.
TWR	PENANG TOWER	121.100 MHz		-
ATIS	PENANG INFORMATION	126.400 MHz		-

WMKP 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	IPG	109.900 MHz	H24	051839.87N 1001722.00E	-	Alignment 042° / 222°
GP/DME	-	333.800 MHz CH 36X		051716.7N 1001613.4E	-	G/P 3°. DME located at G/P.
DVOR/DME	VPG	116.200 MHz CH 109X		051645.84N 1001538.78E	-	222° MAG / 0.53 NM to THR RWY 04.

WMKP AD 2.20 LOCAL AERODROME REGULATIONS

2.20.1 Start Up and Push Back

2.20.1.1 ATC will authorize the initiation of engine start up and aircraft push back in order to regulate the movement of aircraft with respect to other aircraft on the movement area .

2.20.1.2 The pilots-in-command of all aircraft require clearance from air traffic control for both engine start up and push back

2.20.1.3 During engine start up, it shall be the responsibility of the pilot in command and the aircraft marshaller to ensure that the area of the blast cone is cleared

2.20.1.4 During aircraft push back, it shall be the responsibility of the pilot-in-command and the aircraft marshaller to ensure that the area behind the aircraft is cleared of vehicles and other objects

2.20.1.5 Prior to, and during engine start up, the pilot-in-command and aircraft marshaller shall be responsible to ensure that the aircraft is towed to the correct position for engine start and that the appropriate blast zone behind an aircraft is cleared during engine start up.

2.20.1.6 Power out in Penang International Airport is not permitted.

2.20.1.7 Aircraft/ground handler is responsible to ensure appropriate aircraft push back equipment is available.

2.20.2 Aircraft Bay Regulation at Cargo Apron

2.20.2.1 Bay 21, 22, 23 are to accommodate A330 and below with a wingspan no exceeding 60.3 M. All aircraft park at these bays are power in, push-back mode.

2.20.2.2 Aircraft at bay 21 shall be pushed-back abeam bay 22 before start up and aircraft at bay 22 shall be pushed-back abeam bay 23 before start up. Aircraft at bay 23 shall be pushed-back facing north follow push back limit line marking before start-up.

2.20.2.3 For A333 aircraft movements with either parking or being occupied at Bay 21, a wing tip marshaller shall be present to guide the aircraft and to ensure the wing tip clearance compliance during docking or push-back operation.

2.20.3 Parking Area For General Aviation Aircraft

2.20.3.1 General Aircraft with maximum wing span 27.05m operating at Turboprop Apron subject to allocation approval from Bay Allocation Unit, MASB

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

2.20.4 Turbo Prop Apron

2.20.4.1 Bays B2, B4 and B6 can only accommodate AT76 and smaller aircraft. Aircraft at Bay B2 shall push back straight to push back area and pull forward to the taxilane before start-up. Aircraft at Bay B4 shall push back to abeam B2 facing northeast or push back straight to push back area and pull forward to the taxilane before start-up.

2.20.4.2 Aircraft at Bay B6 shall push back to abeam bay B4 facing northeast before start-up. Ground handler shall ensure safety of the aircraft during pushing back operations.

2.20.5 Aircraft Operations Restrictions

2.20.5.1 Prior coordination with bay allocation unit needed if aircraft type B748 are in use.

2.20.5.2 B748 or similar size aircraft type should be parked at Bay 1 only. Aircraft should be pushed back via TWY K facing south and taxi out via TWY E, TWY A and follow ATC instruction for the runway in use.

2.20.5.3 No code E aircraft should taxi behind the parked B748 aircraft at Bay 1.

2.20.5.4 No simultaneous aircraft movement is allowed either power-in and push back at Bay A6, A7 or A7R.

2.20.5.5 No simultaneous aircraft movement is allowed either power-in and push back at the main and cargo apron.

2.20.5.6 When Bay A1, A4, A6, A7 and Bay 1 occupied with aircraft, no aircraft is allowed to be parked at Bay A1L, A1R, A4L, A4R, A6L, A6R, A7L, A7R, Bay 1L and Bay A8 and vice versa.

2.20.6 Engine Ground Run Procedure

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

a) Idle-power engine run;
This is approved at the aircraft parking bay with clearance from ATCO. Engine-run operator shall ensure all ground precautions are taken.

b) Above idle-power engine-run;
This is approved only on the apron/Taxiway “A” at the position that is parallel to the runway.

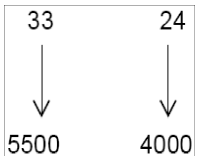
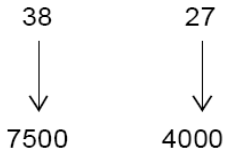
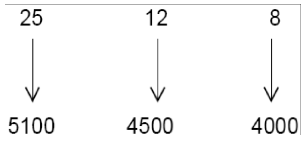
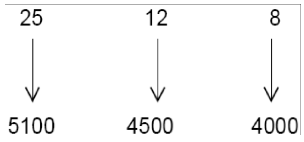
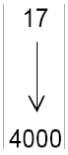
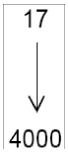
c) Full-power engine-run;
ATCO shall use his/her discretion to permit a pilot’s request to carry out a full-power engine-run on the runway-in-use with prior coordination with BUTTERWORTH RADAR to ensure that this would not cause delay to arriving or other departing aircraft.

WMKP AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

WMKP AD 2.22 FLIGHT PROCEDURES

2.22.1 DME Arrival Procedures For Penang International Airport.

RADIAL/ TRACK	NAVAID	DME CHECK POINT	MNM IFR EN-ROUTE ALTITUDE	AFTER Passing ..... DME/VPG DESCEND to ..... FT on QNH	REMARKS
RDL 009 (ALFA 457)	VPG	Not Required	7000FT		Make one of the following approaches as directed by ATC: i. 10 DME ARC VPG or ii. 15 DME ARC VPG or iii. Over VPG, carry out Standard Instrument Approach Procedure
RDL 066 (BRAVO 219)	VPG	Not Required	FL 140		
RDL 130 (WHISKEY 530)	VPG	Not Required	7000FT		
RDL 155 (ALFA 457)	VPG	Not Required	7000FT		
RDL 224 (GOLF 468)	VPG	Not Required	9000FT		
RDL 335 (WHISKEY 525)	VPG	Not Required	7000FT		

WMKP AD 2.23 ADDITIONAL INFORMATION

2.23.1 Local Flying Restrictions

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

2.23.2 Bird Concentration

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

2.23.3 Deviation of compliance

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

2.23.4 GNSS RAIM

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

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

2.23.5.1 Portion of the perimeter road located within the runway strips on the left side of the Runway 22 approach. No vehicle movement is allowed during aircraft take-off and landing.

2.23.5.2 Portion of the perimeter road located within TWY strips parallel TWY A from TWY A22 to TWY D.

2.23.5.3 No vehicle movement is allowed during aircraft taxiing at TWY A from TWYA22 to TWY D.

2.23.5.4 Taxiway edge light not available at Cargo Apron.

2.23.5.5 Insufficient wing tip safety clearance of 5.1 m for A333 aircraft at the left side during entering and exiting at Bay 21.

2.23.5.6 A service road on the terminal apron is situated 33 m from the centre line of Apron Taxiway K.

2.23.5.7 Inconsistent longitudinal interval of Runway 04 precision approach CAT 1 light mast from row no.21 to row no.30.

WMKP AD 2.24 CHARTS RELATED TO AN AERODROME

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AERODROME/HELIPORT CHART - ICAO

05° 17' 44" N
100° 16' 20" E

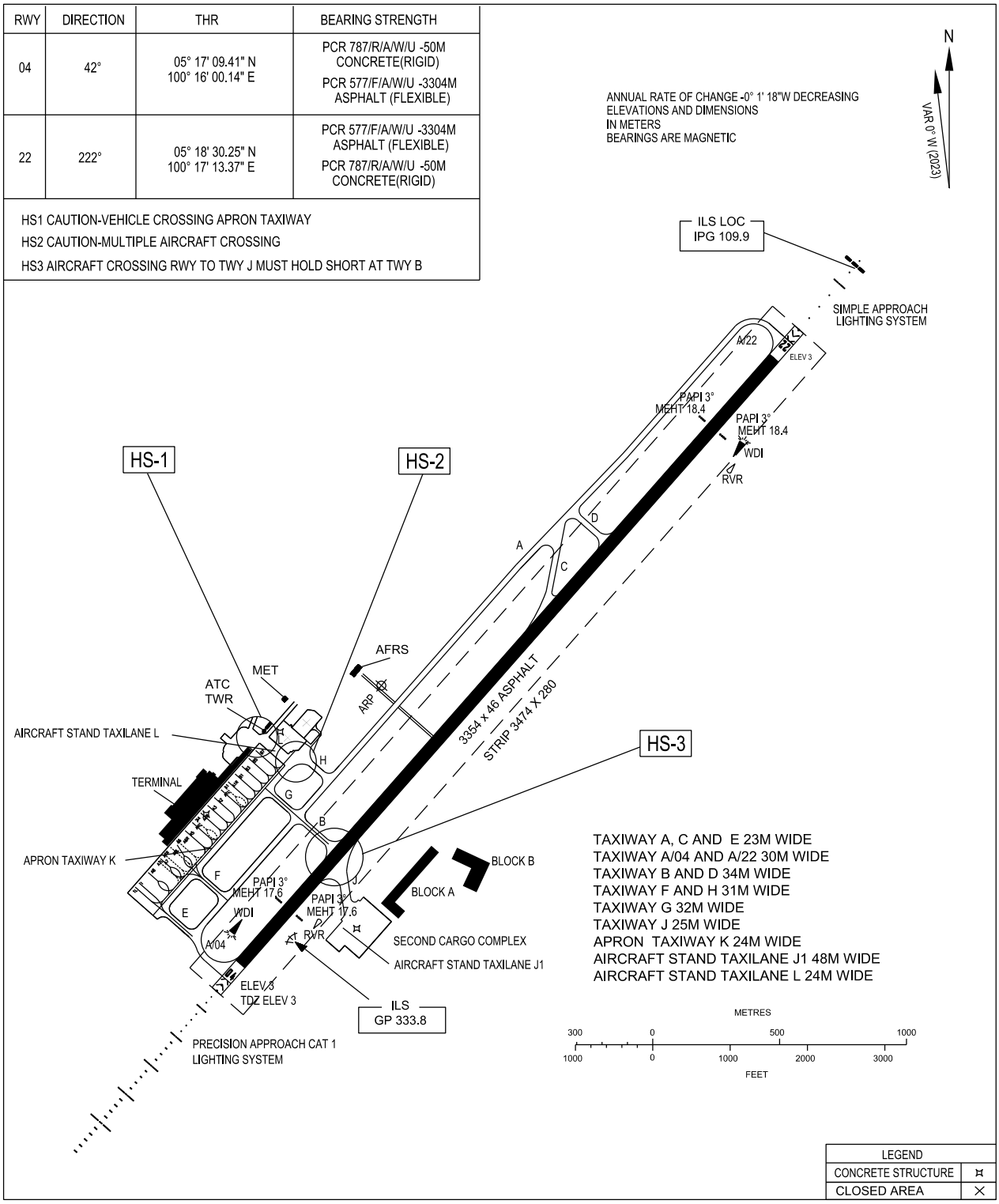
ELEV 3 M

TWR	121.1
SMC	121.6
	121.9
ATIS	126.4

PENANG/PENANG INTERNATIONAL AIRPORT

RWY	DIRECTION	THR	BEARING STRENGTH
04	42°	05° 17' 09.41" N 100° 16' 00.14" E	PCR 787/R/A/W/U -50M CONCRETE(RIGID) PCR 577/F/A/W/U -3304M ASPHALT (FLEXIBLE)
22	222°	05° 18' 30.25" N 100° 17' 13.37" E	PCR 577/F/A/W/U -3304M ASPHALT (FLEXIBLE) PCR 787/R/A/W/U -50M CONCRETE(RIGID)

HS1 CAUTION-VEHICLE CROSSING APRON TAXIWAY
HS2 CAUTION-MULTIPLE AIRCRAFT CROSSING
HS3 AIRCRAFT CROSSING RWY TO TWY J MUST HOLD SHORT AT TWY B



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

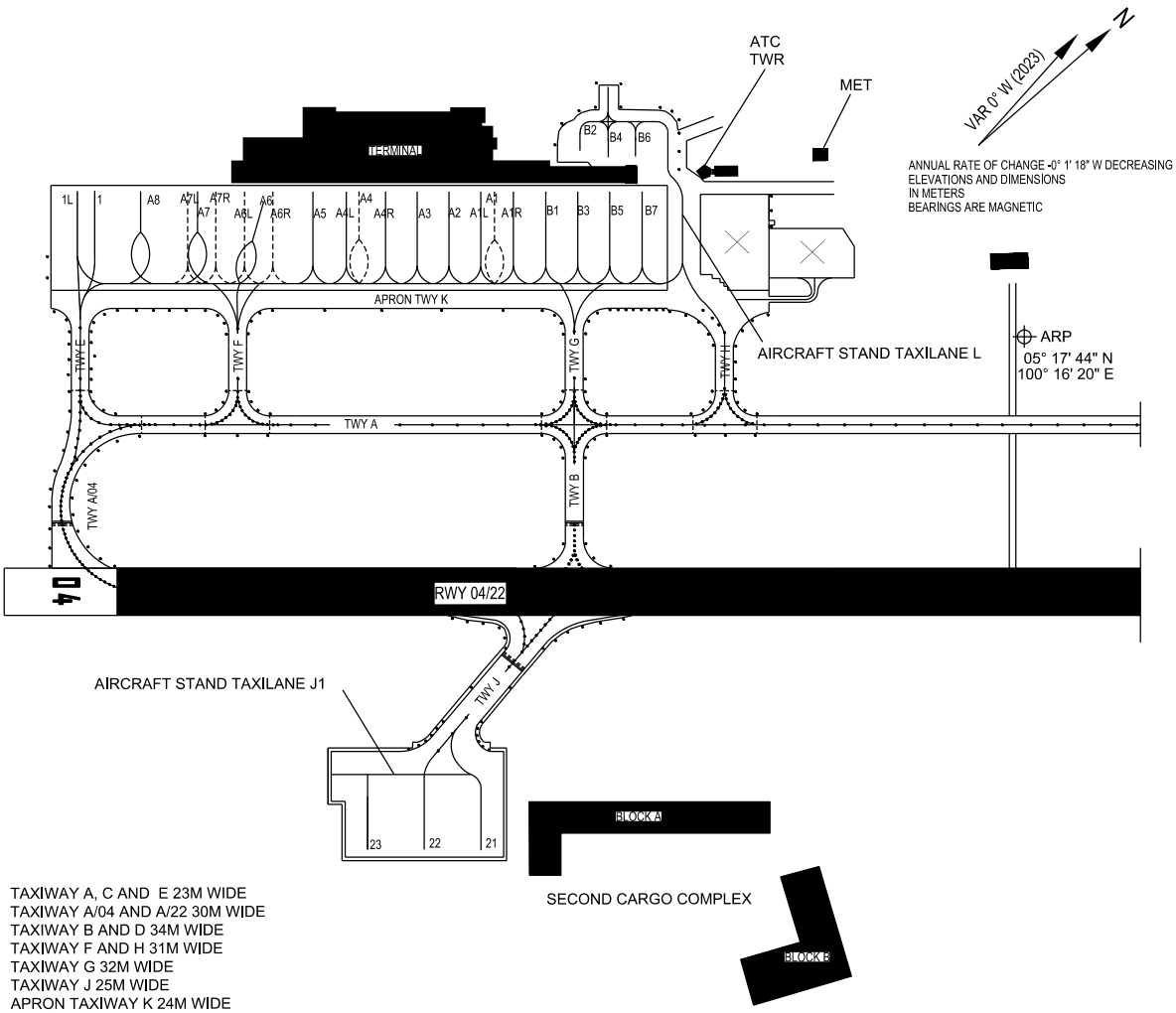
INTENTIONALLY BLANK

AIRCRAFT PARKING/ DOCKING CHART - ICAO

APRON ELEV
4 M

TWR	121.1
SMC	121.6
	121.9
ATIS	126.4

PENANG/PENANG INTERNATIONAL AIRPORT



TAXIWAY A, C AND E 23M WIDE
TAXIWAY A/04 AND A/22 30M WIDE
TAXIWAY B AND D 34M WIDE
TAXIWAY F AND H 31M WIDE
TAXIWAY G 32M WIDE
TAXIWAY J 25M WIDE
APRON TAXIWAY K 24M WIDE
AIRCRAFT STAND TAXILANE J1 48M WIDE
AIRCRAFT STAND TAXILANE L 24M WIDE

STANDARD TAXI ROUTE FOR B747-800 OPERATIONS ARE
TAXIWAYS A, E, A04, A22 AND PARKING IS BAY 1

BEARING STRENGTH TWY A PCR 577/F/A/W/U
BEARING STRENGTH TWY A/04 PCR 787/R/A/W/U AND PCR 577/F/A/W/U
BEARING STRENGTH TWY A/22 PCR 577/F/A/W/U
BEARING STRENGTH TWY B PCR 643/R/A/W/U AND PCR 481/F/A/W/U
BEARING STRENGTH TWY C PCR 481/F/A/W/U
BEARING STRENGTH TWY D PCR 481/F/A/W/U
BEARING STRENGTH TWY E PCR 577/F/A/W/U
BEARING STRENGTH TWY F PCR 577/F/A/W/U
BEARING STRENGTH TWY G PCR 577/F/A/W/U
BEARING STRENGTH TWY H PCR 577/F/A/W/U
BEARING STRENGTH TWY J PCR 715/R/B/W/U
BEARING STRENGTH APRON TWY K PCR 1360/R/D/W/U
BEARING STRENGTH AIRCRAFT STAND TAXILANE J1 PCR 715/R/B/W/U
BEARING STRENGTH AIRCRAFT STAND TAXILANE L PCR 95/F/A/W/U

AIRCRAFT STANDS A1, A1R, A1L, A3, A4, A4R, A4L, A5, A6, A6R FMT APIS ++ EQUIPPED
AIRCRAFT STANDS A2, B1, B3, B5, B7 SAFEGATE EQUIPPED

METRES
0 100 200 300 400 500
0 400 800 1200 1600
FEET

LEGEND	
AIRCRAFT STAND	23
TAXIWAY LIGHT	•
RUNWAY-HOLDING POSITION	
INTERMEDIATE HOLDING POSITION	----
CLOSED AREA	X

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

AIRCRAFT PARKING/ DOCKING CHART - ICAO

APRON ELEV
4 M

PENANG/PENANG INTERNATIONAL AIRPORT

AIRCRAFT PARKING / DOCKING STAND POSITION

INS COORDINATES FOR AIRCRAFT STANDS			SURFACE & STRENGTH	AIRCRAFT TYPE
A1	5°17'34.83"N	100°16'01.00"E	PCR 1360/R/D/W/U	B77W, B773
A1R	5°17'35.22"N	100°16'01.74"E	PCR 685/R/C/W/U	A21N, B738, B739, A320, A319, AT76, E190
A1L	5°17'34.21"N	100°16'00.83"E	PCR 685/R/C/W/U	B38M, A21N, B738, B739, A320, A321, AT76, E190
A2	5°17'33.30"N	100°15'59.88"E	PCR 685/R/C/W/U	B38M, A21N B738, B739, A320, A321, E190
A3	5°17'32.31"N	100°15'59.01"E	PCR 685/R/C/W/U	A21N, B738, B739, A320, A321, E190
A4	5°17'30.59"N	100°15'57.30"E	PCR 1360/R/D/W/U	B77W, B744, B773, A333
A4R	5°17'31.35"N	100°15'58.10"E	PCR 685/R/C/W/U	B38M, A21N, B738, B739, A320, A321, E190
A4L	5°17'30.06"N	100°15'57.13"E	PCR 685/R/C/W/U	B38M, A21N, B738, B739, A320, A321, E190
A5	5°17'29.13"N	100°15'56.10"E	PCR 685/R/C/W/U	B38M, A21N, B738, B739, A320, A321, E190
A6	5°17'27.77"N	100°15'54.63"E	PCR 1360/R/D/W/U	B77W, B773, A333
A6R	5°17'27.97"N	100°15'54.90"E	PCR 704/R/D/W/U	A21N, B738, B739, A320, A321, E190
A6L	5°17'26.69"N	100°15'54.39"E	PCR 157/R/D/W/U	AT76
A7	5°17'25.64"N	100°15'52.78"E	PCR 1360/R/D/W/U	B77W, B733, B734, B744, B773, A333
A7R	5°17'25.74"N	100°15'53.51"E	PCR 157/R/D/W/U	AT76
A7L	5°17'24.88"N	100°15'52.74"E	PCR 157/R/D/W/U	AT76
A8	5°17'23.89"N	100°15'51.20"E	PCR 1360/R/D/W/U	B77W, B744, B772, B773, A333
1L	5°17'22.11"N	100°15'49.63"E	PCR 904/R/D/W/U	B744, A333
1	5°17'22.73"N	100°15'50.16"E	PCR 1026/R/D/W/U	B748
B1	5°17'36.19"N	100°16'02.66"E	PCR 704/R/D/W/U	B38M, A21N, B738, A320, AT76, E190
B3	5°17'37.20"N	100°16'03.51"E	PCR 704/R/D/W/U	A21N, B738, A320, AT76, E190
B5	5°17'38.14"N	100°16'04.46"E	PCR 704/R/D/W/U	A21N, B738, A320, AT76, E190
B7	5°17'39.16"N	100°16'05.33"E	PCR 704/R/D/W/U	A21N, B738, A320, AT76, E190
B2	5°17'38.81"N	100°16'02.15"E	PCR 116/F/B/X/U	AT76
B4	5°17'39.48"N	100°16'03.15"E	PCR 116/F/B/X/U	AT76
B6	5°17'40.33"N	100°16'03.92"E	PCR 116/F/B/X/U	AT76
21	5°17'14.95"N	100°16'19.87"E	PCR 801/R/C/W/U	A333, B752, B762, B763, A306
22	5°17'13.20"N	100°16'18.29"E	PCR 715/R/B/W/U	A333, B752, B762, B763, A306
23	5°17'11.45"N	100°16'16.70"E	PCR 715/R/B/W/U	A333, B752, B762, B763, A306

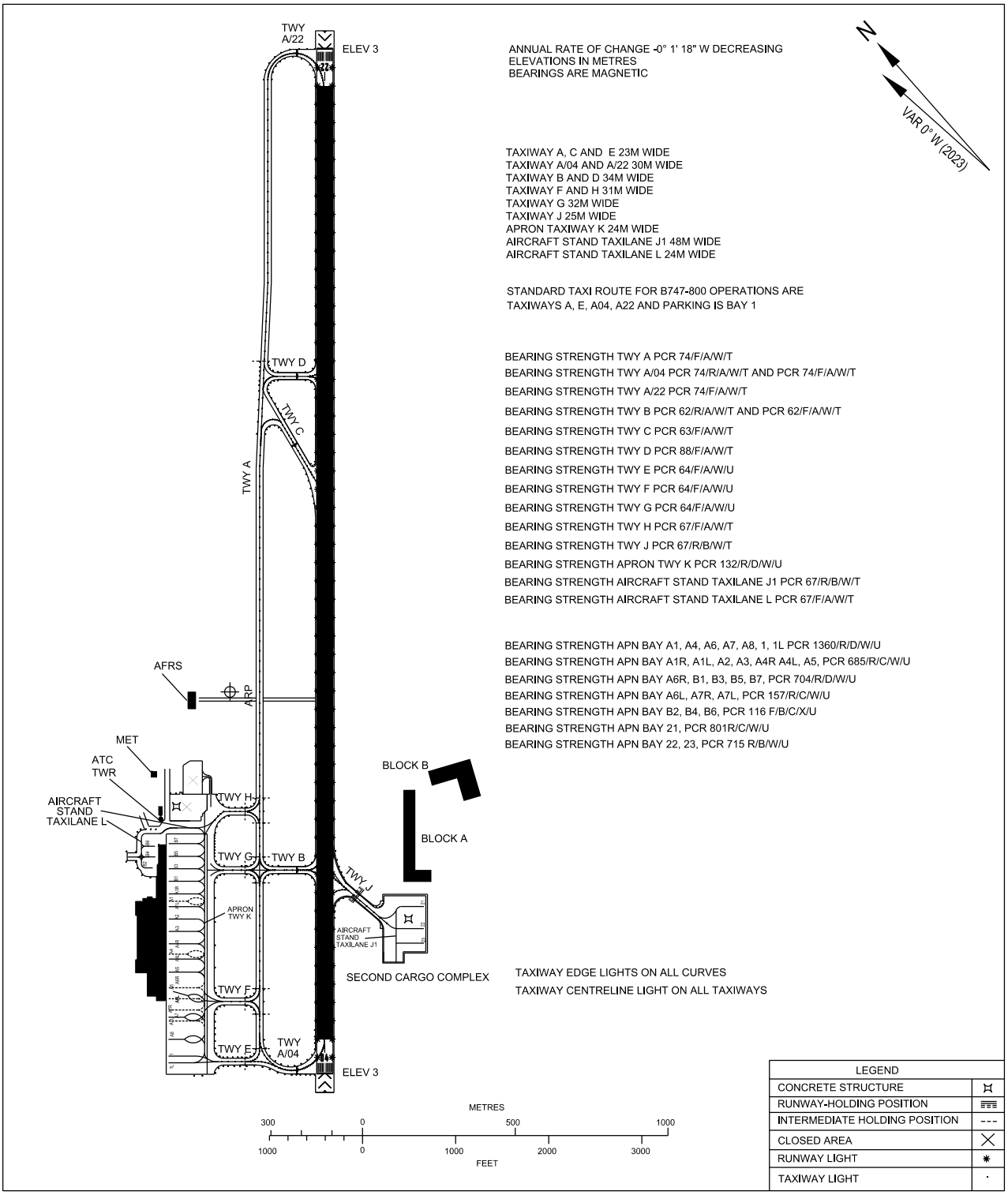
CHANGES: UPDATE INFORMATION ON AIRCRAFT TYPE AT PARKING BAY A1 AND A4
UPDATE INFORMATION ON BEARING STRENGTH OF BAY 1 AND 1L
UPDATE INFORMATION ON AIRCRAFT TYPE AT BAY 1 AND 1L

AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV
4 M

TWR	121.1
SMC	121.6
	121.9
ATIS	126.4

PENANG/PENANG INTERNATIONAL AIRPORT



ANNUAL RATE OF CHANGE -0° 1' 18" W DECREASING
ELEVATIONS IN METRES
BEARINGS ARE MAGNETIC

VAR 0° W (2023)

TAXIWAY A, C AND E 23M WIDE
TAXIWAY A/04 AND A/22 30M WIDE
TAXIWAY B AND D 34M WIDE
TAXIWAY F AND H 31M WIDE
TAXIWAY G 32M WIDE
TAXIWAY J 25M WIDE
APRON TAXIWAY K 24M WIDE
AIRCRAFT STAND TAXILANE J1 48M WIDE
AIRCRAFT STAND TAXILANE L 24M WIDE

STANDARD TAXI ROUTE FOR B747-800 OPERATIONS ARE
TAXIWAYS A, E, A04, A22 AND PARKING IS BAY 1

BEARING STRENGTH TWY A PCR 74/F/A/W/T
BEARING STRENGTH TWY A/04 PCR 74/R/A/W/T AND PCR 74/F/A/W/T
BEARING STRENGTH TWY A/22 PCR 74/F/A/W/T
BEARING STRENGTH TWY B PCR 62/R/A/W/T AND PCR 62/F/A/W/T
BEARING STRENGTH TWY C PCR 63/F/A/W/T
BEARING STRENGTH TWY D PCR 88/F/A/W/T
BEARING STRENGTH TWY E PCR 64/F/A/W/U
BEARING STRENGTH TWY F PCR 64/F/A/W/U
BEARING STRENGTH TWY G PCR 64/F/A/W/U
BEARING STRENGTH TWY H PCR 67/F/A/W/T
BEARING STRENGTH TWY J PCR 67/R/B/W/T
BEARING STRENGTH APRON TWY K PCR 132/R/D/W/U
BEARING STRENGTH AIRCRAFT STAND TAXILANE J1 PCR 67/R/B/W/T
BEARING STRENGTH AIRCRAFT STAND TAXILANE L PCR 67/F/A/W/T

BEARING STRENGTH APN BAY A1, A4, A6, A7, A8, 1, 1L PCR 1360/R/D/W/U
BEARING STRENGTH APN BAY A1R, A1L, A2, A3, A4R A4L, A5, PCR 685/R/C/W/U
BEARING STRENGTH APN BAY A6R, B1, B3, B5, B7, PCR 704/R/D/W/U
BEARING STRENGTH APN BAY A6L, A7R, A7L, PCR 157/R/C/W/U
BEARING STRENGTH APN BAY B2, B4, B6, PCR 116 F/B/C/X/U
BEARING STRENGTH APN BAY 21, PCR 801R/C/W/U
BEARING STRENGTH APN BAY 22, 23, PCR 715 R/B/W/U

TAXIWAY EDGE LIGHTS ON ALL CURVES
TAXIWAY CENTRELINE LIGHT ON ALL TAXIWAYS

LEGEND	
CONCRETE STRUCTURE	⌘
RUNWAY-HOLDING POSITION	≡≡
INTERMEDIATE HOLDING POSITION	---
CLOSED AREA	╳
RUNWAY LIGHT	✱
TAXIWAY LIGHT	·

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

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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.

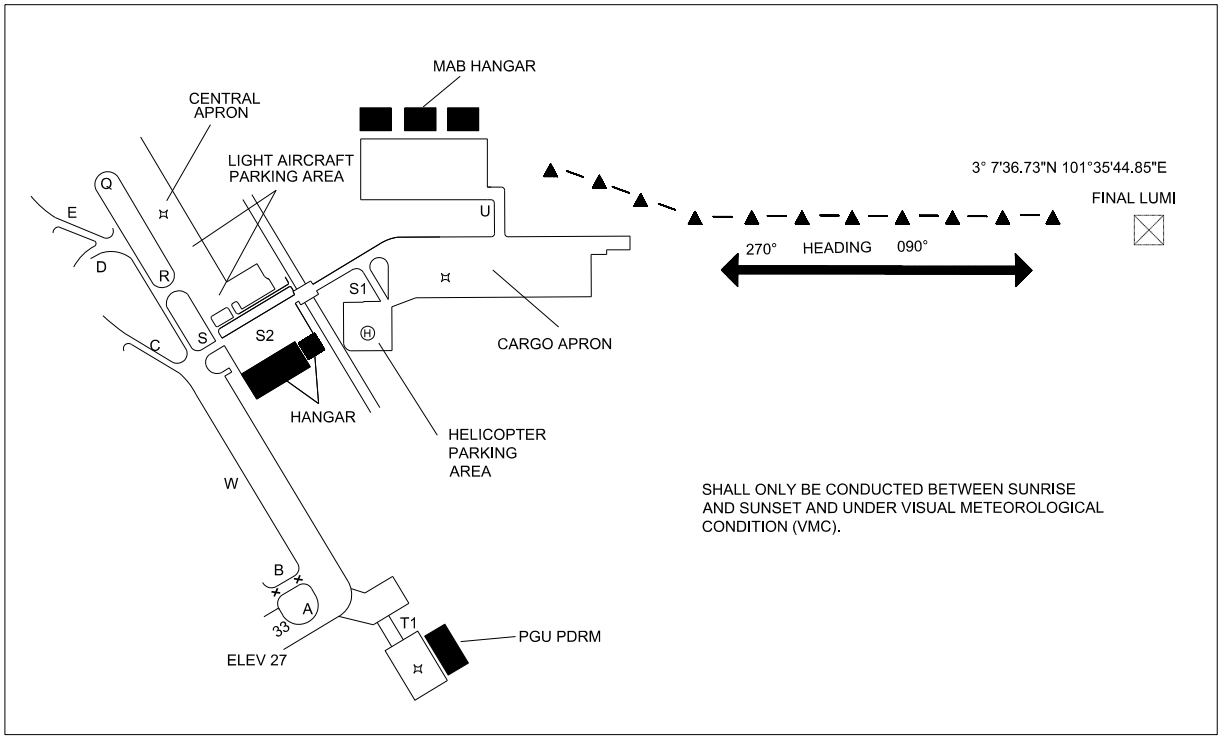
2.22.3.3.3 The pilot shall descend to 600 ft (helicopter circuit altitude) on final approach to TWY S and aim to land at any point along TWY S.

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.

2.22.3.5 Refer to the diagram for helicopter departure and arrival procedures via TWY Sierra.



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

WBGB AD 2.1 AERODROME LOCATION INDICATOR AND NAME

WBGB - BINTULU

WBGB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	030727N 1130111E Site : Centre of RWY
2	Direction and distance from (city)	Bearing 203° / 9 KM fm Bintulu Mosque at Town / 20 KM by road.
3	Elevation/Reference temperature	75 FT (23M) / 31.7°C
4	Geoid undulation at AD ELEV PSN	+41 M
5	MAG VAR/Annual change	0° E (2024) / 0° 3' 51" decreasing
6	AD operator, address, telephone, telefax, e-mail address, AFS and website address	Operator: Malaysia Airports Sdn Bhd Bintulu Airport 97000 Bintulu Sarawak TEL: +6086 - 333844 Telefax: +6086 - 337011 e-mail:masb_btu@malaysiaairports.com.my Http:www.malaysiaairports.com.my ATC Services: Civil Aviation Authority of Malaysia Bintulu Airport P.O Box 2833 97012 Bintulu Sarawak Malaysia, TEL: +6086 - 332561 (Office) +6086 - 331331 (Tower) Telefax: +6086 - 330501 (Office) +6086 - 330331 (Tower) AFS: WBGBZTZX
7	Types of traffic permitted (IFR/VFR)	IFR / VFR
8	Remarks	NIL

WBGB AD 2.3 OPERATIONAL HOURS

1	AD Operator	2200 - 1300
2	Customs and immigration	Immigration: 0000 - 0900. Sun and Public Holidays: 0030 - 0730 Custom: 0000 - 1200
3	Health and sanitation	NIL
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	In Control Tower: -
6	MET Briefing Office	NIL
7	ATS	2200 - 1300
8	Fuelling	PETRONAS 2200 - 1300 Outside ops hrs PN required. TEL: +6086 - 312463
9	Handling	Prior arrangement with agent.
10	Security	H24
11	De-icing	NIL
12	Remarks	NIL

WBGB AD 2.4 HANDLING SERVICES AND FACILITIES

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

WBGB AD 2.5 PASSENGER FACILITIES

1	Hotels	In Town.
2	Restaurants	At Airport Terminal.
3	Transportation	Taxi, E Hailing & Car For Hire
4	Medical facilities	Bintulu Hospital at Jalan Nyabu (20 km from airport)
5	Bank and Post Office	Auto Teller Machine (ATM) at Airport Bank and Post Office in Town
6	Tourist Office	NIL
7	Remarks	NIL

WBGB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 7
2	Rescue equipment	Adequately provided as recommended by ICAO
3	Capability for removal of disabled aircraft	With arrangement with the respective airline and ground handler. a) Largest aircraft - B38M / B739
4	Remarks	All Airport Fire & Rescue Service (AFRS) personnel are trained in rescue and fire- fighling as well as medical first- aid

WBGB AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

WBGB AD 2.20 LOCAL AERODROME REGULATIONS

2.20.1 Circuit Patterns

2.20.1.1 Circuit patterns are Left hand Circuit for RWY 35 and Right Hand Circuit for RWY 17. Circuit height 1500 FT. Light aircraft and helicopters 1000 FT.

2.20.2 Arriving Aircraft Parking Arrangement

2.20.2.1 Arriving aircraft shall enter the main terminal parking apron from the runway via Taxiway A whilst departing aircraft shall use Taxiway B or as directed by ATC.

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

2.20.2.3 Parking at the Main Apron

a) Bay 1, Bay 2 and Bay 3 - Power in and push back mode (PIPB).
b) Bay 4 and Bay 5 - Power in and power out mode (PIPO).

2.20.2.4 Parking at the General Aviation (GA) Apron

a) Bay R1, Bay R2 and Bay R2L - Power in and push back mode (PIPB).
b) Bay H1 and Bay H2 for helicopter parking with D-value 12 M and below.

2.20.3 Allocation Of Aircraft Parking Stand

a) All aircraft parking stands are allocated by MASB.
b) General aviation and private aircraft will be parked at the General Aviation apron and helicopter Parking Area. Pilots to exercise caution and follow ATC instructions or aircraft operator shall make their own arrangement if marshalling services required.

2.20.4 Departing Aircraft

a) Shall contact Bintulu Ground 121.800 MHZ for start-up clearance at least 10 minutes before departure.
b) Shall contain start up, push back and taxi clearance from Bintulu Ground on 121.800 MHZ.
c) Shall be pushed out onto the apron centre line with nose facing North-North East or as directed by ATC.

2.20.5 Engine Run Procedures For Aircraft

a) Fitted with Auxiliary Power Unit (APU)

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

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

i. Shall be permitted to start all engines before push back.

2.20.6 Procedures For VFR Flights Within Bintulu CTR

a) A flight plan shall be filed for the flight concerned.
b) ATC clearance shall be obtained from Bintulu Tower.
c) Any deviation from ATC clearance requires prior permission.
d) The flight shall be conducted with vertical visual reference to the ground.
e) Two-way radio communication shall be established with Bintulu Tower on 122.30MHZ (P) or 119.25MHZ (S) prior to entering the Bintulu CTR.
f) All VFR flights shall follow the established VFR Routes for entry and exit of the Bintulu CTR, as shown in ENR 3.5-11. Any deviation outside these routes requires prior ATC permission.

WBGB AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

WBGB AD 2.22 FLIGHT PROCEDURES

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

WBGB AD 2.23 ADDITIONAL INFORMATION

2.23.1. LNG - Storage tanks, plants and gas stacks are sited within a radius of 3NM of 031614N 1130409E, 9NM North East of Bintulu Airport. Flares may shoot up to a height of 1000FT. All aircraft to avoid this area.

2.23.2. MET Station Coordinates - 030716N 1130118E. Release time of Radio sonde at 2330 and 1130 daily.

2.23.3. Presence of birds at vicinity of airport. Pilots to exercise caution during landing and take-off.

2.23.4. Back track on the runway is allowed but no lock wheel turn on the runway.

2.23.5. Taxiway edge lights at runway turn pad 17 and runway turn pad 35 are not uniformly space with some longitudinal intervals exceeding 30 m.

2.23.6. The runway edge lights which are not uniformly spaced in rows at intervals of not more than 60 m.

WBGB AD 2.24 CHARTS RELATED TO AN AERODROME

Chart name	Page

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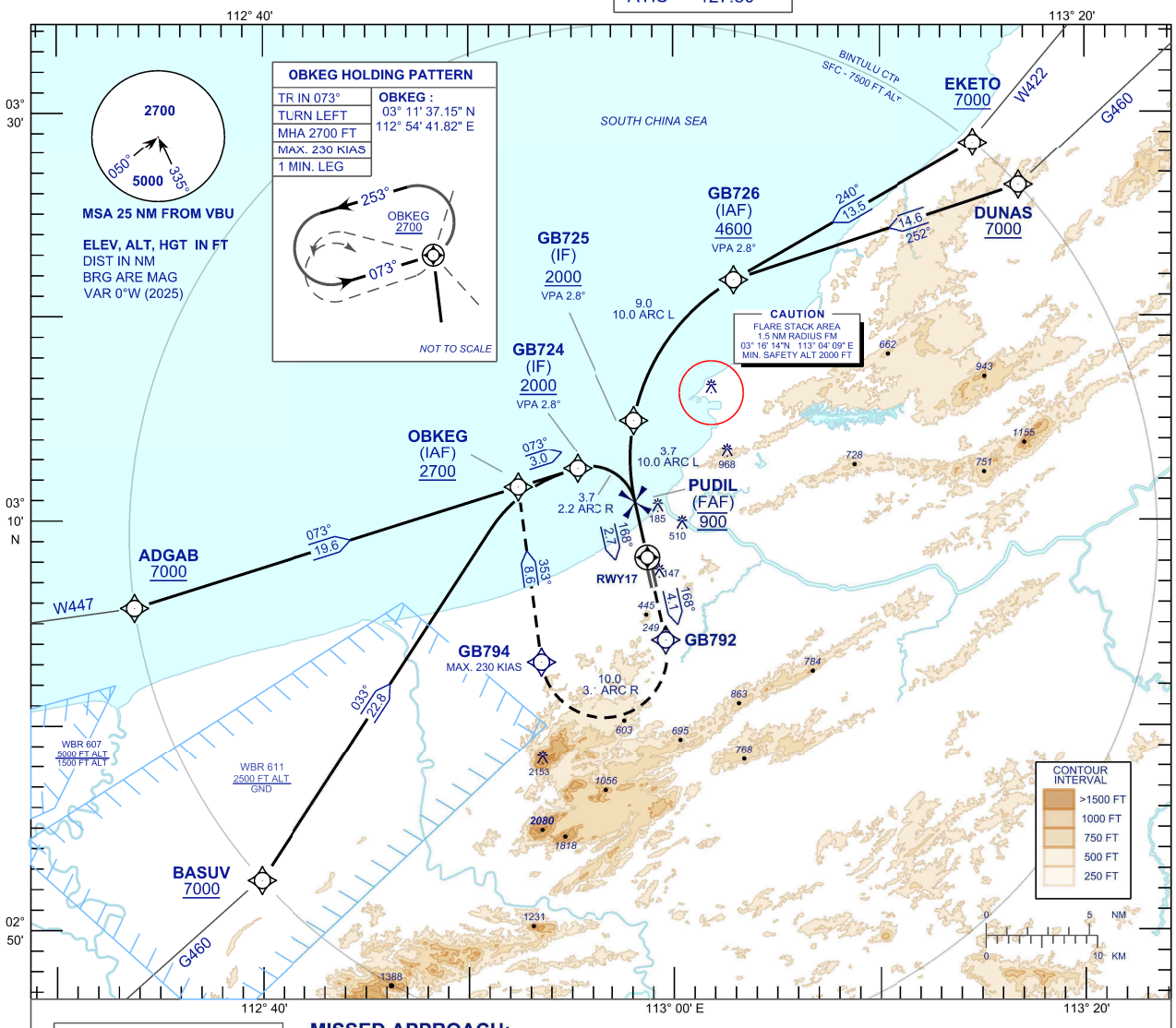
INSTRUMENT APPROACH CHART - ICAO

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

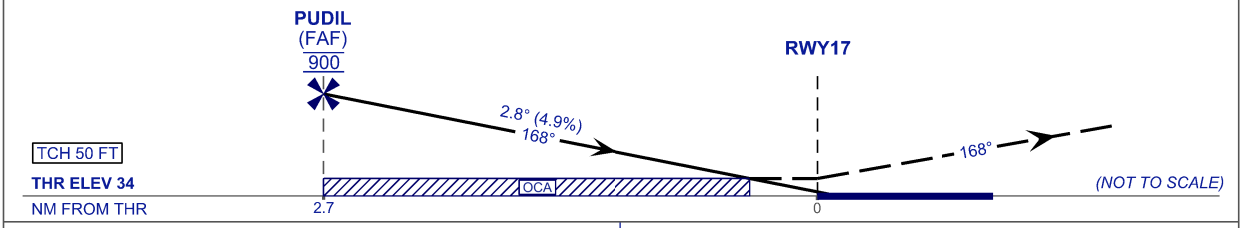
TWR	122.30 (P)
	119.25 (S)
SMC	121.80
ATIS	127.80

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



TRANSITION LEVEL FL 130
TRANSITION ALT 11,000 FT

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



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

AUTHORIZATION REQUIRED

NOTES :

1) APPROACH NOT AUTHORIZED WHEN AIRPORT TEMPERATURE BELOW 19°C OR ABOVE 40°C.
2) RF REQUIRED.
3) WBGB ALTIMETER SETTING REQUIRED.
4) GNSS REQUIRED.
5) PAPI AND VERTICAL PATH ANGLE NOT COINCIDENT.
6) RNP 0.3 REQUIRED FROM IAF'S TO FAF.

NEW CHART

INSTRUMENT APPROACH CHART - ICAO

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

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

TABULAR DESCRIPTION

EKETO TRANSITION

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

DUNAS TRANSITION

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

BASUV TRANSITION

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

ADGAB TRANSITION

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

CHANGES : REMOVE VPA FOR WPT GB724

WBKS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

WBKS - SANDAKAN

WBKS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	055403N 1180341E Site at AD: 88.21 M from RWY Centreline and 46.4 M from TWY A centreline.
2	Direction and distance from (city)	9 KM (4.9 NM) brg. 318° from Sandakan Municipal Council Building
3	Elevation/Reference temperature	13 M (43 FT) / 32.6°C
4	Geoid undulation at AD ELEV PSN	+54 M
5	MAG VAR/Annual change	0° W (2024) / - 0° 5' 11" W decreasing
6	AD operator, address, telephone, telefax, e-mail address, AFS and website address	Operator: Malaysia Airports Sdn Bhd Sandakan Airport Mile 7 Jalan Airport 90719 Sandakan Sabah TEL: +6089 - 667786/667782/660405 Telefax: +6089 - 667778 e-mail:masb_sdk@malaysiaairports.com.my Http://www.malaysiaairports.com.my ATC Services: Civil Aviation Authority of Malaysia Sandakan Airport P.O. Box 1363 90008 Sandakan Sabah Malaysia Administration: TEL: +6089 - 667726 (Manager) Telefax: +6089 - 667766 (General Office) +6089 - 666529 Tower: TEL: +608 - 9667703 Telefax: +6089 - 672959 AFS: WBKSZTZX
7	Types of traffic permitted (IFR/VFR)	IFR / VFR
8	Remarks	NIL

WBKS AD 2.3 OPERATIONAL HOURS

1	AD Operator	2300 - 1400 UTC Daily
2	Customs and immigration	Customs: 2330 - 1400 Immigration: 0100 - 1400
3	Health and sanitation	NIL
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	NIL
6	MET Briefing Office	H24
7	ATS	2300 - 1400 daily
8	Fuelling	2300 - 1400 daily
9	Handling	Prior arrangement with handling agent.
10	Security	H24

11	De-icing	NIL
12	Remarks	Unscheduled movement PPR from ATCC Kota Kinabalu before 1300 UTC.

WBKS AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	By arrangement with Malaysia Airline Berhad
2	Fuel/oil types	Fuel: Jet A1 Oil: NIL
3	Fuelling facilities/capacity	PETRONAS and refuelling by bowser.
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	Sabah Air Aviation hangar prior arrangement with Sabah Air Aviation Sdn Bhd.
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

WBKS AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in town.
2	Restaurants	Available
3	Transportation	Taxi and car rental services
4	Medical facilities	Hospital in town
5	Bank and Post Office	Auto Teller Machine (ATM) available in Airport. Bank and Post Offices in town.
6	Tourist Office	In Town / In Airport
7	Remarks	NIL

WBKS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 7
2	Rescue equipment	Adequately provided as recommended by ICAO.
3	Capability for removal of disabled aircraft	With arrangement with the respective airline and ground handler. a. Largest aircraft - A321N
4	Remarks	All Airport Fire and Rescue Service (AFRS) personnel are trained in rescue and fire-fighting as well as medical first - aid.

WBKS AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	**Bay 1, Bay 1A and Bay 1B** Surface: Concrete (Rigid) and Asphalt (Flexible) Strength: PCR 157 / R / D / W / U and PCR 135 / F / C / W / U **Bay 2** Surface: Concrete (Rigid) and Asphalt (Flexible) Strength: PCR 704 / R / D / W / U and PCR 574 / F / C / W / U **Bay 3** Surface: Concrete (Rigid) and Asphalt (Flexible) Strength: PCR 704 / R / D / W / U and PCR 524 / F / B / W / U **Bay 4 and Bay 5** Surface: Concrete (Rigid) and Asphalt (Flexible) Strength: PCR 704 / R / D / W / U and PCR 524 / F / B / W / U **Bay 5A** Surface: Concrete (Rigid) and Asphalt (Flexible) Strength: PCR 354 / R / D / W / U and PCR 292 / F / B / W / U **Bay H1** Surface: Asphalt (Flexible) Strength: 7 Tonnes
2	Taxiway width, surface and strength	**Taxiway A** Width: 29 M Surface: Asphalt (Flexible) Strength: PCR 524 / F / B / W / U **Taxiway B** and **Apron Taxiway** Width: 15 M Surface: Asphalt (Flexible) Strength: PCR 574 / F / C / W / U **Aircraft Stand Taxilane B1** Width: 15 M Surface: Asphalt (Flexible) Strength: 7 Tonnes
3	Altimeter checkpoint location and elevation	Location: Apron Elevation: 13 M
4	VOR checkpoints	NIL
5	INS checkpoints	Refer to Aircraft Parking Docking Chart (See AD 2-WBKS-2-3)
6	Remarks	1. Parking Bay 1A and Bay 1B is restricted to AT75 or smaller aircraft. 2. H1 and Aircraft Stand Taxilane B1 are available for daylight operation only.

WBKS 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 RWY Holding Position. Guide lines at apron for all parking bays. VDGS for Bay 2 and 3. Nose wheel guidance line.
2	RWY and TWY markings and LGT	RWY markings : Designation, threshold, side stripe, transverse stripe, centre line, touchdown zone, aiming point and runway turn pad markings. RWY LGT : Threshold, edge and end lights. Stopway light for RWY 08 only. TWY markings : Centre line, taxi side stripe, runway-holding position, intermediate holding position and transverse stripe markings. TWY LGT : Centre line (on curve and exit taxiway) and edge lights.
3	Stop bars	NIL
4	Remarks	Pilot to exercise caution when taxing to holding position.

WBKS 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**
WBKSOB001	Aerial Mast	055814.6N 1180058.4E	HGT 150 M	Painted red and white and LGTD.	NIL
WBKSOB002	Antenna	055402.41N 1180257.64E	HGT 16.5 M	Marked and LGTD.	DIST 295.2 M FM THR RWY 08 and 120 M FM RCL.
WBKSOB003	Windsock Aerial Mask	055033.7N 1180542.4E	HGT 1140 FT (347 M) MSL.	LGTD and painted red and white.	On MT Mekarah, 5 NM south of Sandakan AD.
WBKSOB004	Antenna	0553.409N 11803.608E	HGT 37 M	NIL	No. 211, Jalan Kem 22 RAMD.
WBKSOB005	Antenna	0553.434N 11804.926E	HGT 17 M.	NIL	No. 155 Jalan Tinusa.
WBKSOB006	Building	0554.386N 11802.821E	HGT 40 M	NIL	105 Kampung. Sungai Kayu.
WBKSOB007	ATC Tower	0553.797N 11803.918E	HGT 26 M	NIL	NIL
WBKSOB008	Antenna07 WBKS	0553.820N 11803.529E	HGT 26 M	NIL	At the Airport Rescue and Fire Fighting Services Building.
WBKSOB009	Telecommunication Tower	055248N 1180359E	HGT 59 M	LGTD	ATM Sri Kinabatangan Camp.
WBKSOB010	Telecommunication Tower	055243N 1180140E	HGT 54.2 M	LGTD	8 Mile, Sandakan.

WBKS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	AMS SANDAKAN
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	AMO KOTA KINABALU H24(0024 0606 1212 1818)
4	Trend forecast Interval of issuance	-
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	Sandakan APP / TWR
10	Additional information (limitation of service, etc.)	TEL: +6089 - 660535 Telefax:+6089 - 669479 Wind and RWY Visual Range (WRVR) System equipped for RWY08 and RWY26

WBKS 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
08	80.26°	2500 x 45	PCR 574 / F / C / W / U - 367 M Asphalt (Flexible) PCR 524 / F / B / W / U - 1983 M Asphalt (Flexible) PCR 685 / R / C / W / U - 150 M Concrete (Rigid)	THR coordinates 055357.15N 1180248.95E RWY end coordinates 055410.24N 1180409.00E THR GUND +66.7 M	THR elevation: 9.6 M 31.6 FT TDZ elevation: 13.0 M 42.7 FT
26	260.26°	2500 x 45	PCR 685 / R / C / W / U - 150 M Concrete (Rigid) PCR 524 / F / B / W / U - 1983 M Asphalt (Flexible) PCR 574 / F / C / W / U - 367 M Asphalt (Flexible)	THR coordinates 055410.24N 1180409.00E RWY end coordinates 055357.15N 1180248.95E THR GUND +54 M	THR elevation: 6 M 20 FT

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
-0.141%	60 x 45	NIL	2680 x 280	NIL	RESA 90 M x 90 M
+0.141%	NIL	NIL	2680 x 280	NIL	RESA 90 M x 90 M

WBKS AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)		TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2		3	4	5	6
	FROM	TORA				
08	THRESHOLD	2500	2500	2560	2500	NIL
26	THRESHOLD	2500	2500	2500	2500	NIL
	TWY A	1575	1575	1575	NIL	NIL
	TWY B	1975	1975	1975	NIL	NIL

WBKS 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 LEN, Spacing, colour, INTST	RWY edge LGT LEN, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN colour	Remarks
1	2	3	4	5	6	7	8	9	10
08	CAT1 900M LIH	Green -	PAPI Left & Right / Slope 3° 15.2 M (49.9 FT)	NIL	NIL	2500 M, 60 M, Variable White/ Yellow, LIH	Red -	61 M Red	NIL
26	SALS 420M LIH	Green -	PAPI Left & Right / Slope 3° 14.3 M (46.9 FT)	NIL	NIL	2500 M, 60 M, Variable White/ Yellow, LIH	Red -	NIL	NIL

WBKS 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 IBN: NIL ON at night and during bad weather.
2	LDI location and LGT Anemometer location and LGT	LDI: NIL Wind direction indicator (WDI) RWY 08: 301.25M from THR on right, 118M from RWY centre line and lighted. RWY 26: 356M from THR on left,122M from RWY centre line and lighted.
3	TWY edge and centre line lighting	TWY edge lights - TWY A & TWY B TWY centre line lights - TWY A & TWY B (on curve and exit)
4	Secondary power supply/switch-over time	Secondary power supply to all AGL at AD Switch-over time: Maximum 15 seconds
5	Remarks	NIL

WBKS 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