STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO

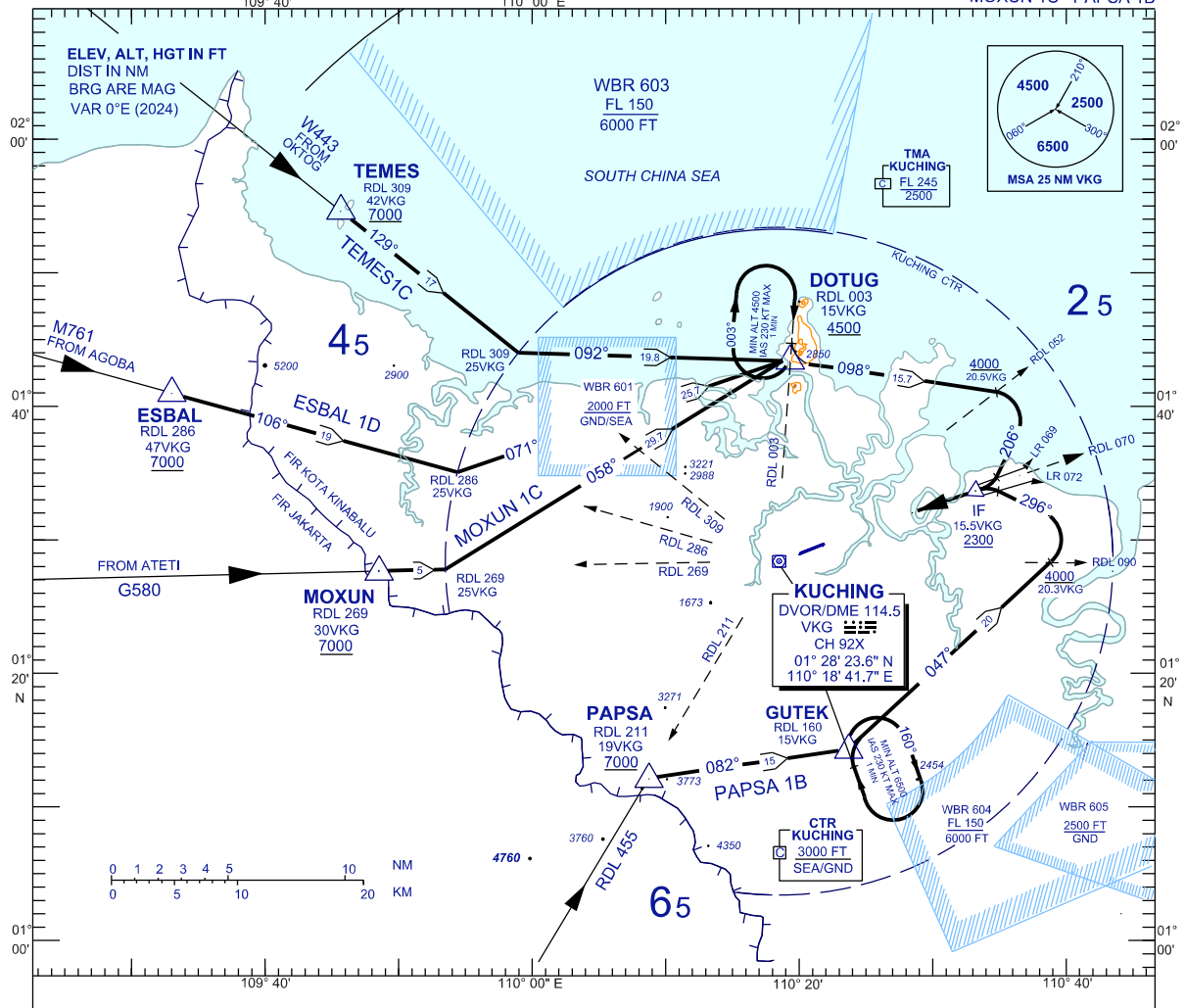
KUCHING/KUCHING (WBGG) RWY 25

TEMES 1C ESBAL 1D
MOXUN 1C PAPSA 1B

TRANSITION ALTITUDE 11,000 FT

TWR	118.1 (P) 121.7 (S)	SMC	121.9
APP	120.2 (P) 123.85 (S)	ATIS	128.4
ACC	134.5(P) 125.35 (S)	FIS	134.75

BANK ANGLE : 25° OR 3°/SEC



ARRIVALS

TEMES ONE CHARLIE:

- FROM TEMES TRACK 129° TILL 25DME VKG,
- THEN TRACK 092° TO DOTUG,
- FROM DOTUG TRACK 098°,
- ON CROSSING RDL 052,
- TURN RIGHT TRACK 206°,

ESBAL ONE DELTA :

- FROM ESBAL TRACK 106° TILL 25DME VKG,
- THEN TRACK 071° TO DOTUG,
- FROM DOTUG TRACK 098°,
- ON CROSSING RDL 052,
- TURN RIGHT TRACK 206°,

MOXUN ONE CHARLIE :

- FROM MOXUN TRACK 089° TILL 25DME VKG,
- THEN TRACK 058° TO DOTUG,
- FROM DOTUG TRACK 098°,
- ON CROSSING RDL 052,
- TURN RIGHT TRACK 206°,

PAPSA ONE BRAVO :

- FROM PAPSA, TRACK 082° TO GUTEK,
- FROM GUTEK THEN TRACK 047°,
- ON CROSSING RDL 090,
- TURN LEFT TRACK 296°,

INTERCEPT LOC IKG FOR ILS Z/LOC Z RWY 25 OR INTERCEPT RDL 070 VKG FOR VOR Z RWY 25.

VERTICAL RESTRICTIONS :

ADHERE TO VERTICAL RESTRICTIONS eg. 7000 = NOT BELOW 7000 FT ON DESCENT UNLESS SPECIFICALLY CANCELLED BY ATC.

COMMUNICATIONS FAILURE :

* SQUAWK 7600
* IF UNDER PILOT NAVIGATION, CONTINUE ON STAR AND LAND
* IF UNDER RADAR VECTORING, MAINTAIN VECTOR FOR 1 MINUTE, IF BELOW MSA, CLIMB TO MSA, THEN TRACK TO INTERCEPT CLEARED OR PREVIOUSLY ASSIGNED STAR AND LAND

REPLACEMENT CHART