

## MALAYSIA

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

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

**AIP AMDT**  
**03/26**  
**Effective Date: 11 AUG 2026**  
Publication Date: 11 AUG 2026

This AIP AMDT 03/26 contains:

|                                                      |                                                                                                                                                        |
|------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------|
| GEN 0.3-1 To 0.3-4                                   | Record Of AIP Supplements                                                                                                                              |
| GEN 0.4-1 To 13                                      | Checklist Of AIP Pages                                                                                                                                 |
| ENR 1.8-24 To 25                                     | Updating Format                                                                                                                                        |
| AD 1.5-1 To 2                                        | Updating Status Of Certification Of Aerodromes                                                                                                         |
| AD 2-WMKA-1-10                                       | Adding new entry of tabular page for Aircraft Parking/Docking Chart.                                                                                   |
| AD 2-WMKA-2-3 to 4                                   | Updating format for Aircraft Parking/Docking Chart and tabular.                                                                                        |
| AD 2-WMKC-1-12                                       | Adding new entry of tabular page for Aircraft Parking/Docking Chart.                                                                                   |
| AD 2-WMKC-2-3 to 4                                   | Updating format for Aircraft Parking/Docking Chart and tabular.                                                                                        |
| AD 2-WMKD-1-9                                        | Local Aerodrome Regulation - Taxiing Routes - Departure and Arrival                                                                                    |
| AD 2-WMKE-1-12                                       | Adding new entry of tabular page for Aircraft Parking/Docking Chart.                                                                                   |
| AD 2-WMKE-2-3 to 4                                   | Updating format for Aircraft Parking/Docking Chart and tabular.                                                                                        |
| AD 2-WMKI-1-10                                       | Adding new entry of tabular page for Aircraft Parking/Docking Chart.                                                                                   |
| AD 2-WMKI-2-3 to 4                                   | Updating format for Aircraft Parking/Docking Chart and tabular.                                                                                        |
| AD 2-WMKJ-1-16                                       | Adding new entry of tabular page for Aircraft Parking/Docking Chart.                                                                                   |
| AD 2-WMKJ-2-3 to 4                                   | Updating format for Aircraft Parking/Docking Chart and tabular.                                                                                        |
| AD 2-WMKL-1-10                                       | Adding new entry of tabular page for Aircraft Parking/Docking Chart.                                                                                   |
| AD 2-WMKL-2-3 to 4                                   | Updating format for Aircraft Parking/Docking Chart and tabular.                                                                                        |
| AD 2-WMKM-1-10                                       | Adding new entry of tabular page for Aircraft Parking/Docking Chart.                                                                                   |
| AD 2-WMKM-2-3 to 4                                   | Updating format for Aircraft Parking/Docking Chart and tabular.                                                                                        |
| AD 2-WMKN-1-11                                       | Adding new entry of tabular page for Aircraft Parking/Docking Chart.                                                                                   |
| AD 2-WMKN-2-3 to 4                                   | Updating format for Aircraft Parking/Docking Chart and tabular.                                                                                        |
| AD 2-WMKP-1-1<br>AD 2-WMKP-1-8                       | Updating Reference Temperature and email.<br>Updating ABN INFO                                                                                         |
| AD 2-WMSA-1-7<br>AD 2-WMSA-1-14<br>AD 2-WMSA-1-17    | Updating AD 2.9<br>Updating Helicopter Departure And Arrival Using TWY Sierra Procedures<br>Adding new tabular page for Aircraft Parking/Docking Chart |
| AD 2-WMSA-2-5 to 6                                   | Updating format for Aircraft Parking/Docking Chart and tabular.                                                                                        |
| AD 2-WMAP-1-1<br>AD 2-WMAP-1-2<br>AD 2-WMAP-1-3 To 4 | Updating Email<br>Updating AD 2.4, AD 2.5 & AD 2.8<br>Re-indexing pages                                                                                |
| AD 2-WMAP-1-5<br>AD 2-WMAP-1-6                       | Updating AD 2.17<br>Updating AD 2.20 & AD 2.23                                                                                                         |

AD 2-WBGB-1-11 Adding new entry of tabular page for Aircraft Parking/Docking Chart.

AD 2-WBGB-2-3 to 4 Updating format for Aircraft Parking/Docking Chart and tabular.

AD 2-WBGG-1-13 Adding new entry of tabular page for Aircraft Parking/Docking Chart.

AD 2-WBGG-2-3 to 4 Updating format for Aircraft Parking/Docking Chart and tabular.

AD 2-WBGR-1-13 Adding new entry of tabular page for Aircraft Parking/Docking Chart.

AD 2-WBGR-2-3 to 4 Updating format for Aircraft Parking/Docking Chart and tabular.

AD 2-WBGS-1-2 Updating AD 2.6

AD 2-WBGS-1-7 Updating Table Format

AD 2-WBGS-1-10 Updating Format

AD 2-WBGS-1-11 Adding new entry of tabular page for Aircraft Parking/Docking Chart.

AD 2-WBGS-2-3 to 4 Updating format for Aircraft Parking/Docking Chart and tabular.

AD 2-WBKS-1-9 Adding new entry of tabular page for Aircraft Parking/Docking Chart.

AD 2-WBKS-2-3 to 4 Updating format for Aircraft Parking/Docking Chart and tabular.

AD 2-WBKW-1-3 To 4 Updating AD 2.10

AD 2-WBKW-1-5 To 8 Re-indexing pages

AD 2-WBKW-1-9 Adding new entry of tabular page for Aircraft Parking/Docking Chart.

AD 2-WBKW-2-3 to 4 Updating format for Aircraft Parking/Docking Chart and tabular.

| DESTROY |        |             | INSERT |        |             |
|---------|--------|-------------|--------|--------|-------------|
| GEN     | 0.3-1  | 14 MAY 2026 | GEN    | 0.3-1  | 11 AUG 2026 |
|         | 0.3-2  | 19 MAY 2026 |        | 0.3-2  | 11 AUG 2026 |
|         | 0.3-3  | 06 AUG 2026 |        | 0.3-3  | 11 AUG 2026 |
|         | 0.3-4  | 06 AUG 2026 |        | 0.3-4  | 11 AUG 2026 |
|         | 0.4-1  | 06 AUG 2026 |        | 0.4-1  | 11 AUG 2026 |
|         | 0.4-2  | 06 AUG 2026 |        | 0.4-2  | 11 AUG 2026 |
|         | 0.4-3  | 06 AUG 2026 |        | 0.4-3  | 11 AUG 2026 |
|         | 0.4-4  | 06 AUG 2026 |        | 0.4-4  | 11 AUG 2026 |
|         | 0.4-5  | 06 AUG 2026 |        | 0.4-5  | 11 AUG 2026 |
|         | 0.4-6  | 06 AUG 2026 |        | 0.4-6  | 11 AUG 2026 |
|         | 0.4-7  | 06 AUG 2026 |        | 0.4-7  | 11 AUG 2026 |
|         | 0.4-8  | 06 AUG 2026 |        | 0.4-8  | 11 AUG 2026 |
|         | 0.4-9  | 06 AUG 2026 |        | 0.4-9  | 11 AUG 2026 |
|         | 0.4-10 | 06 AUG 2026 |        | 0.4-10 | 11 AUG 2026 |
|         | 0.4-11 | 06 AUG 2026 |        | 0.4-11 | 11 AUG 2026 |
|         | 0.4-12 | 06 AUG 2026 |        | 0.4-12 | 11 AUG 2026 |
|         | 0.4-13 | 06 AUG 2026 |        | 0.4-13 | 11 AUG 2026 |
|         | 0.4-14 | 06 AUG 2026 |        | 0.4-14 | 11 AUG 2026 |
| ENR     | 1.8-24 | 06 AUG 2026 | ENR    | 1.8-24 | 11 AUG 2026 |

| DESTROY |             |             | INSERT |             |             |
|---------|-------------|-------------|--------|-------------|-------------|
| AD      | 1.8-25      | 06 AUG 2026 | AD     | 1.8-25      | 11 AUG 2026 |
|         | 1.8-28      | 06 AUG 2026 |        | 1.8-28      | 11 AUG 2026 |
|         | 1.5-1       | 19 MAY 2026 |        | 1.5-1       | 11 AUG 2026 |
|         | 1.5-2       | 02 DEC 2025 |        | 1.5-2       | 11 AUG 2026 |
|         | 2-WMKA-1-10 | 31 DEC 2024 |        | 2-WMKA-1-10 | 11 AUG 2026 |
|         | 2-WMKA-2-3  | 27 NOV 2025 |        | 2-WMKA-2-3  | 11 AUG 2026 |
|         | 2-WMKA-2-4  | 16 AUG 2018 |        | 2-WMKA-2-4  | 11 AUG 2026 |
|         | 2-WMKC-1-12 | 19 MAY 2026 |        | 2-WMKC-1-12 | 11 AUG 2026 |
|         | 2-WMKC-2-3  | 14 MAY 2026 |        | 2-WMKC-2-3  | 11 AUG 2026 |
|         | 2-WMKC-2-4  | 16 AUG 2018 |        | 2-WMKC-2-4  | 11 AUG 2026 |
|         | 2-WMKD-1-9  | 24 FEB 2026 |        | 2-WMKD-1-9  | 11 AUG 2026 |
|         | 2-WMKD-1-10 | 24 FEB 2026 |        | 2-WMKD-1-10 | 11 AUG 2026 |
|         | 2-WMKE-1-12 | 14 MAY 2026 |        | 2-WMKE-1-12 | 11 AUG 2026 |
|         | 2-WMKE-2-3  | 19 FEB 2026 |        | 2-WMKE-2-3  | 11 AUG 2026 |
|         | 2-WMKE-2-4  | 16 AUG 2018 |        | 2-WMKE-2-4  | 11 AUG 2026 |
|         | 2-WMKI-1-10 | 09 SEP 2025 |        | 2-WMKI-1-10 | 11 AUG 2026 |
|         | 2-WMKI-2-3  | 19 FEB 2026 |        | 2-WMKI-2-3  | 11 AUG 2026 |
|         | 2-WMKI-2-4  | 16 AUG 2018 |        | 2-WMKI-2-4  | 11 AUG 2026 |
|         | 2-WMKJ-1-16 | 09 SEP 2025 |        | 2-WMKJ-1-16 | 11 AUG 2026 |
|         | 2-WMKJ-1-17 | 09 SEP 2025 |        | 2-WMKJ-1-17 | 11 AUG 2026 |
|         | 2-WMKJ-2-3  | 09 SEP 2025 |        | 2-WMKJ-2-3  | 11 AUG 2026 |
|         | 2-WMKJ-2-4  | 16 AUG 2018 |        | 2-WMKJ-2-4  | 11 AUG 2026 |
|         | 2-WMKL-1-10 | 19 FEB 2026 |        | 2-WMKL-1-10 | 11 AUG 2026 |
|         | 2-WMKL-2-3  | 28 NOV 2024 |        | 2-WMKL-2-3  | 11 AUG 2026 |
|         | 2-WMKL-2-4  | 16 AUG 2018 |        | 2-WMKL-2-4  | 11 AUG 2026 |
|         | 2-WMKM-1-10 | 09 SEP 2025 |        | 2-WMKM-1-10 | 11 AUG 2026 |
|         | 2-WMKM-1-11 | 09 SEP 2025 |        | 2-WMKM-1-11 | 11 AUG 2026 |
|         | 2-WMKM-2-3  | 20 MAR 2025 |        | 2-WMKM-2-3  | 11 AUG 2026 |
|         | 2-WMKM-2-4  | 16 AUG 2018 |        | 2-WMKM-2-4  | 11 AUG 2026 |
|         | 2-WMKN-1-11 | 27 NOV 2025 |        | 2-WMKN-1-11 | 11 AUG 2026 |
|         | 2-WMKN-2-3  | 27 NOV 2025 |        | 2-WMKN-2-3  | 11 AUG 2026 |
|         | 2-WMKN-2-4  | 16 AUG 2018 |        | 2-WMKN-2-4  | 11 AUG 2026 |
|         | 2-WMKP-1-1  | 16 JUL 2024 |        | 2-WMKP-1-1  | 11 AUG 2026 |
|         | 2-WMKP-1-8  | 06 AUG 2026 |        | 2-WMKP-1-8  | 11 AUG 2026 |
|         | 2-WMSA-1-7  | 28 NOV 2024 |        | 2-WMSA-1-7  | 11 AUG 2026 |
|         | 2-WMSA-1-14 | 14 MAY 2026 |        | 2-WMSA-1-14 | 11 AUG 2026 |
|         | 2-WMSA-1-15 | 19 MAY 2026 |        | 2-WMSA-1-15 | 11 AUG 2026 |
|         | 2-WMSA-1-17 | 19 MAY 2026 |        | 2-WMSA-1-17 | 11 AUG 2026 |
|         | 2-WMSA-2-5  | 19 FEB 2026 |        | 2-WMSA-2-5  | 11 AUG 2026 |

| DESTROY     |             | INSERT      |             |
|-------------|-------------|-------------|-------------|
| 2-WMSA-2-6  | 16 AUG 2018 | 2-WMSA-2-6  | 11 AUG 2026 |
| 2-WMAP-1-1  | 08 OCT 2024 | 2-WMAP-1-1  | 11 AUG 2026 |
| 2-WMAP-1-2  | 08 OCT 2024 | 2-WMAP-1-2  | 11 AUG 2026 |
| 2-WMAP-1-3  | 25 MAR 2025 | 2-WMAP-1-3  | 11 AUG 2026 |
| 2-WMAP-1-4  | 16 AUG 2018 | 2-WMAP-1-4  | 11 AUG 2026 |
| 2-WMAP-1-5  | 08 OCT 2024 | 2-WMAP-1-5  | 11 AUG 2026 |
| 2-WMAP-1-6  | 05 NOV 2020 | 2-WMAP-1-6  | 11 AUG 2026 |
| -           | -           | 2-WMAP-1-7  | 11 AUG 2026 |
| -           | -           | 2-WMAP-1-8  | 11 AUG 2026 |
| 2-WBGB-1-11 | 06 AUG 2026 | 2-WBGB-1-11 | 11 AUG 2026 |
| 2-WBGB-1-12 | 06 AUG 2026 | 2-WBGB-1-12 | 11 AUG 2026 |
| 2-WBGB-2-3  | 19 FEB 2026 | 2-WBGB-2-3  | 11 AUG 2026 |
| 2-WBGB-2-4  | 16 AUG 2018 | 2-WBGB-2-4  | 11 AUG 2026 |
| 2-WBGG-1-13 | 06 AUG 2026 | 2-WBGG-1-13 | 11 AUG 2026 |
| 2-WBGG-1-14 | 08 OCT 2024 | 2-WBGG-1-14 | 11 AUG 2026 |
| 2-WBGG-2-3  | 06 AUG 2026 | 2-WBGG-2-3  | 11 AUG 2026 |
| 2-WBGG-2-4  | 16 AUG 2018 | 2-WBGG-2-4  | 11 AUG 2026 |
| 2-WBGR-1-13 | 23 APR 2024 | 2-WBGR-1-13 | 11 AUG 2026 |
| 2-WBGR-2-3  | 14 MAY 2026 | 2-WBGR-2-3  | 11 AUG 2026 |
| 2-WBGR-2-4  | 16 AUG 2018 | 2-WBGR-2-4  | 11 AUG 2026 |
| 2-WBGS-1-2  | 04 SEP 2025 | 2-WBGS-1-2  | 11 AUG 2026 |
| 2-WBGS-1-7  | 04 SEP 2025 | 2-WBGS-1-7  | 11 AUG 2026 |
| 2-WBGS-1-10 | 09 SEP 2025 | 2-WBGS-1-10 | 11 AUG 2026 |
| 2-WBGS-1-11 | 06 AUG 2026 | 2-WBGS-1-11 | 11 AUG 2026 |
| 2-WBGS-1-12 | 12 JUN 2025 | 2-WBGS-1-12 | 11 AUG 2026 |
| 2-WBGS-2-3  | 04 SEP 2025 | 2-WBGS-2-3  | 11 AUG 2026 |
| 2-WBGS-2-4  | 16 AUG 2018 | 2-WBGS-2-4  | 11 AUG 2026 |
| 2-WBKS-1-9  | 19 FEB 2026 | 2-WBKS-1-9  | 11 AUG 2026 |
| 2-WBKS-2-3  | 20 MAR 2025 | 2-WBKS-2-3  | 11 AUG 2026 |
| 2-WBKS-2-4  | 16 AUG 2018 | 2-WBKS-2-4  | 11 AUG 2026 |
| 2-WBKW-1-3  | 06 AUG 2026 | 2-WBKW-1-3  | 11 AUG 2026 |
| 2-WBKW-1-4  | 06 AUG 2026 | 2-WBKW-1-4  | 11 AUG 2026 |
| 2-WBKW-1-5  | 06 AUG 2026 | 2-WBKW-1-5  | 11 AUG 2026 |
| 2-WBKW-1-6  | 06 AUG 2026 | 2-WBKW-1-6  | 11 AUG 2026 |
| 2-WBKW-1-7  | 17 JUN 2025 | 2-WBKW-1-7  | 11 AUG 2026 |
| 2-WBKW-1-8  | 06 AUG 2026 | 2-WBKW-1-8  | 11 AUG 2026 |
| 2-WBKW-1-9  | 28 NOV 2024 | 2-WBKW-1-9  | 11 AUG 2026 |
| 2-WBKW-2-3  | 06 AUG 2026 | 2-WBKW-2-3  | 11 AUG 2026 |
| 2-WBKW-2-4  | 16 AUG 2018 | 2-WBKW-2-4  | 11 AUG 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 | NIL |
| AIC     | NIL |
| NOTAM   | NIL |

- END -

## GEN 0.3 RECORD OF AIP SUPPLEMENTS

| NR / Year | Subject                                                                                                                                               | AIP section(s) affected | Period of validity | Cancellation record |
|-----------|-------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|--------------------|---------------------|
| 12/2023   | KUALA LUMPUR INTERNATIONAL AIRPORT (WMKK) WORK IN PROGRESS                                                                                            | AD                      | 09 MAR 2023 - UFN  |                     |
| 24/2023   | MULU AIRPORT (WBMU) RUNWAY SURFACE CRACK AND DEPRESSION                                                                                               | AD                      | 22 JUN 2023 - UFN  |                     |
| 53/2023   | SUBANG AIRPORT (WMSA) WIND SHEAR DETECTION SYSTEMS U/S                                                                                                | AD                      | 28 DEC 2023 - UFN  |                     |
| 02/2024   | KOTA BHARU / SULTAN ISMAIL PETRA AIRPORT (WMKC) TEMPORARY CHANGE OF OPERATIONS 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  |                     |
| 23/2024   | KUALA LUMPUR INTERNATIONAL AIRPORT (WMKK) WORK IN PROGRESS<br>(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  |                     |
| 49/24     | JOHOR BAHRU / SENAI INTERNATIONAL AIRPORT (WMKJ) TEMPORARY CHANGE OF OPERATIONS HOURS FOR APPROACH 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<br>(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<br>(This AIP Supplement replaces AIRAC AIP Supplement 47/2023) | AD                      | 26 DEC 2024 - UFN  |                     |
| 01/25     | KUCHING INTERNATIONAL AIRPORT (WBGG) RUNWAY CLOSURE SCHEDULE                                                                                          | AD                      | 20 FEB 2025 - UFN  |                     |
| 04/25     | IPOH / SULTAN AZLAN SHAH AIRPORT (WMKI) AERODROME OBSTACLE                                                                                            | AD                      | 23 JAN 2025 - UFN  |                     |

| NR / Year | Subject                                                                                                                                                           | AIP section(s) affected | Period of validity        | Cancellation record |
|-----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|---------------------------|---------------------|
| 06/25     | MALACCA AIRPORT (WMKM)<br>TEMPORARY CHANGES OF AERODROME OPERATION HOURS                                                                                          | AD                      | 20 MAR 2025 - UFN         |                     |
| 08/25     | KOTA KINABALU INTERNATIONAL AIRPORT (WBKK)<br>SUSPENSION OF INSTRUMENT FLIGHT PROCEDURES FOR RUNWAY 02 AND 20                                                     | AD                      | 20 MAR 2025 - UFN         |                     |
| 24/25     | ALOR SETAR / SULTAN ABDUL HALIM AIRPORT (WMKA)<br>TAXIWAY SURFACE CRACK                                                                                           | AD                      | 15 MAY 2025 - UFN         |                     |
| 30/25     | KUALA TERENGGANU / SULTAN MAHMUD AIRPORT (WMKN)<br>TEMPORARY CHANGES OF AERODROME OPERATIONS HOURS                                                                | AD                      | 10 JUL 2025 - UFN         |                     |
| 33/25     | KUANTAN AIRPORT (WMKD) CRANE OPERATION<br>(This AIP Supplement replaces AIP Supplement 19/25)                                                                     | AD                      | 12 JUN 2025 - 06 JAN 2027 |                     |
| 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<br>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)<br>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)<br>STOPBAR LIGHTS UNSERVICEABLE AT TWY INT Q5–Q7                                                                        | AD                      | 27 NOV 2025 - UFN         |                     |
| 55/25     | KUALA LUMPUR INTERNATIONAL AIRPORT (WMKK)<br>SEQUENCE FLASHING LIGHT (SFL) RWY 14R                                                                                | AD                      | 27 NOV 2025 - UFN         |                     |
| 56/25     | SANDAKAN AIRPORT (WBKS)<br>SUSPENSION OF INSTRUMENT FLIGHT PROCEDURES FOR RUNWAY 08 AND 26                                                                        | AD                      | 27 NOV 2025 - UFN         |                     |
| 57/25     | KOTA BHARU / SULTAN ISMAIL PETRA AIRPORT (WMKC)<br>CLOSURE OF TAXIWAY H AND GENERAL AVIATION (GA) APRON                                                           | AD                      | 27 NOV 2025 - UFN         |                     |
| 58/25     | SUBANG / SULTAN ABDUL AZIZ SHAH AIRPORT (WMSA)<br>NDB CE U/S                                                                                                      | AD                      | 25 DEC 2025 - UFN         |                     |
| 61/25     | KUANTAN AIRPORT (WMKD) ATIS U/S                                                                                                                                   | AD                      | 25 DEC 2025 - UFN         |                     |
| 63/25     | LIMBANG AIRPORT (WBGJ)<br>TEMPORARY CHANGES OF AERODROME OPERATIONS HOURS                                                                                         | AD                      | 25 DEC 2025 - 24 DEC 2026 |                     |
| 02/26     | IPOH / SULTAN AZLAN SHAH AIRPORT (WMKI) RESTRICTED OPERATIONS OF TWY C                                                                                            | AD                      | 22 JAN 2026 - UFN         |                     |

| NR / Year | Subject                                                                                                                                                                                                     | AIP section(s) affected | Period of validity        | Cancellation record |
|-----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|---------------------------|---------------------|
| 03/26     | LIMBANG AIRPORT (WBGJ) PROPOSED LIMBANG AIRPORT RUNWAY EXTENSION CHANGES TO RUNWAY DECLARED DISTANCES                                                                                                       | AD                      | 22 JAN 2026 - 24 DEC 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 |                     |
| 18/26     | KUANTAN AIRPORT (WMKD) KUANTAN GND FREQ 120.400 MHz U/S                                                                                                                                                     | AD                      | 19 MAR 2026 - 19 MAR 2027 |                     |
| 21/26     | BINTULU AIRPORT (WBGB) CONSTRUCTION OF THE NEW TAXIWAY CHARLIE AND TAXIWAY DELTA                                                                                                                            | AD                      | 14 MAY 2026 - 03 MAY 2028 |                     |
| 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 |                     |
| 28/26     | LABUAN AIRPORT (WBKL) CRANE ERECTED NEAR LABUAN AIRFIELD                                                                                                                                                    | AD                      | 09 JUL 2026 - 09 JUL 2027 |                     |
| 29/26     | MALAYSIA'S NATIONAL DAY FLYPAST 2026                                                                                                                                                                        | ENR                     | 09 JUL 2026 - 31 AUG 2026 |                     |
| 31/26     | LUMUT HELIPORT (WMLH) ATIS FREQ UNSERVICEABLE                                                                                                                                                               | AD                      | 09 JUL 2026 - 18 MAY 2027 |                     |
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| 33/26     | KUANTAN AIRPORT (WMKD) CONSTRUCTION AT PANCHING ELEVATED INTERSECTION, KUALA LUMPUR - KUANTAN ROAD (FT02)                                                                                                   | AD                      | 11 JUN 2026 - 12 JAN 2029 |                     |
| 34/26     | UNMANNED AIRCRAFT SYSTEM (UAS) ACTIVITY FOR NESTED UAS OPERATION AT SAMALAJU INDUSTRIAL PORT, BINTULU                                                                                                       | ENR                     | 11 JUN 2026 - 31 JAN 2027 |                     |
| 35/26     | KUCHING INTERNATIONAL AIRPORT (WBGG) PROPOSED NEW ROYAL MALAYSIA POLICE AIR OPERATIONS FORCE BASE, SARAWAK                                                                                                  | AD                      | 06 AUG 2026 - 30 JUN 2027 |                     |

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| 36/26     | IMPLEMENTATION OF NEW AUTOMATIC TERMINAL INFORMATION SERVICE (ATIS) SYSTEM AT SELECTED ATSU                           | AD                      | 03 SEP 2026 - 30 NOV 2026 |                     |
| 37/26     | IMPLEMENTATION OF DIGITAL AUTOMATIC TERMINAL INFORMATION SERVICE (D-ATIS) LIVE OPERATIONAL TRIAL AT SELECTED AIRPORTS | AD                      | 03 SEP 2026 - 30 NOV 2026 |                     |
| 40/26     | KUANTAN AIRPORT (WMKD) CRANE OPERATION AT RESIDENTIAL DEVELOPMENT PR1MA                                               | AD                      | 06 AUG 2026 - 06 AUG 2027 |                     |
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| 3.1-27        | 04 SEP 2025 | 3.3-28 | 10 SEP 2021 | 3.5-30        | 07 NOV 2019 |
| 3.1-28        | 08 DEC 2022 | 3.3-29 | 10 SEP 2021 | 3.5-31        | 07 NOV 2019 |
| 3.1-29        | 04 SEP 2025 | 3.3-30 | 11 JUL 2024 | 3.5-32        | 07 NOV 2019 |
| 3.1-30        | 10 SEP 2021 | 3.3-31 | 03 MAR 2022 | 3.5-33        | 19 FEB 2026 |
| 3.1-31        | 04 SEP 2025 | 3.3-32 | 03 MAR 2022 | 3.5-34        | 19 FEB 2026 |
| 3.1-32        | 04 SEP 2025 | 3.3-33 | 03 MAR 2022 | 3.5-35        | 19 FEB 2026 |
| 3.1-33        | 04 SEP 2025 | 3.3-34 | 10 AUG 2023 | 3.5-36        | 19 FEB 2026 |
| 3.1-34        | 04 SEP 2025 | 3.3-35 | 10 SEP 2021 | 3.5-37        | 26 MAY 2022 |
| 3.1-35        | 04 SEP 2025 | 3.3-36 | 11 JUL 2024 | 3.5-38        | 12 JUN 2025 |
| 3.1-36        | 04 SEP 2025 | 3.3-37 | 03 MAR 2022 | 3.5-39        | 12 JUN 2025 |
| 3.1-37        | 03 MAR 2022 | 3.3-38 | 03 MAR 2022 | 3.5-40        | 12 JUN 2025 |
| 3.1-38        | 10 SEP 2021 | 3.3-39 | 18 MAY 2023 | 3.5-41        | 12 JUN 2025 |
| 3.1-39        | 04 SEP 2025 | 3.3-40 | 11 JUL 2024 | 3.5-42        | 12 JUN 2025 |
| 3.1-40        | 08 DEC 2022 | 3.3-41 | 10 SEP 2021 | 3.6-1         | 10 SEP 2021 |
| 3.1-41        | 12 JUN 2025 | 3.3-42 | 10 AUG 2023 | 3.6-2         | 10 SEP 2021 |
| 3.1-42        | 12 JUN 2025 | 3.3-43 | 11 JUL 2024 | <b>ENR 4.</b> |             |
| 3.1-43        | 08 DEC 2022 | 3.3-44 | 10 SEP 2021 | 4.1-1         | 04 SEP 2025 |
| 3.1-44        | 04 SEP 2025 | 3.3-45 | 11 JUL 2024 | 4.1-2         | 04 SEP 2025 |
| 3.1-45        | 08 DEC 2022 | 3.3-46 | 08 OCT 2024 | 4.2-1         | 16 AUG 2018 |
| 3.1-46        | 04 SEP 2025 | 3.3-47 | 11 JUL 2024 | 4.2-2         | 16 AUG 2018 |
| 3.1-47        | 04 SEP 2025 | 3.3-48 | 10 SEP 2021 | 4.3-1         | 16 AUG 2018 |
| 3.1-48        | 04 SEP 2025 | 3.3-49 | 10 SEP 2021 | 4.3-2         | 16 AUG 2018 |
| 3.1-49        | 04 SEP 2025 | 3.3-50 | 10 SEP 2021 | 4.4-1         | 02 DEC 2025 |
| 3.1-50        | 10 SEP 2021 | 3.3-51 | 10 SEP 2021 | 4.4-2         | 27 NOV 2025 |
| 3.1-51        | 04 SEP 2025 | 3.3-52 | 10 SEP 2021 | 4.4-3         | 27 NOV 2025 |
| 3.1-52        | 10 SEP 2021 | 3.3-53 | 10 SEP 2021 | 4.4-4         | 27 NOV 2025 |
| 3.1-53        | 04 SEP 2025 | 3.3-54 | 14 MAY 2026 | 4.4-5         | 27 NOV 2025 |
| 3.1-54        | 04 SEP 2025 | 3.3-55 | 11 JUL 2024 | 4.4-6         | 27 NOV 2025 |
| 3.1-55        | 27 NOV 2025 | 3.3-56 | 04 SEP 2025 | 4.5-1         | 16 AUG 2018 |
| 3.1-56        | 10 SEP 2021 | 3.3-57 | 10 SEP 2021 | 4.5-2         | 16 AUG 2018 |
| 3.1-57        | 10 SEP 2021 | 3.3-58 | 04 SEP 2025 | <b>ENR 5.</b> |             |
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| 3.1-59        | 04 SEP 2025 | 3.3-60 | 04 SEP 2025 | 5.1-2         | 13 AUG 2020 |
| 3.1-60        | 02 DEC 2021 | 3.3-61 | 04 SEP 2025 | 5.1-3         | 13 AUG 2020 |
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| 3.1-62        | 10 SEP 2021 | 3.3-63 | 10 SEP 2021 | 5.1-5         | 13 AUG 2020 |
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| 3.1-64        | 04 SEP 2025 | 3.3-65 | 04 SEP 2025 | 5.1-7         | 15 SEP 2022 |
| 3.1-65        | 10 SEP 2021 | 3.3-66 | 11 JUL 2024 | 5.1-8         | 15 SEP 2022 |
| 3.1-66        | 10 AUG 2023 | 3.4-1  | 25 MAR 2021 | 5.1-9         | 15 SEP 2022 |
| 3.2-1         | 16 AUG 2018 | 3.4-2  | 16 AUG 2018 |               |             |
|               |             | 3.5-1  | 05 NOV 2020 |               |             |

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| 2-WMKJ-6-15                      | 08 DEC 2022 | 2-WMKK-1-25 | 19 MAY 2026 | 2-WMKK-2-47 | 14 MAY 2026 |
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| 2-WMKJ-8-12                      | 08 SEP 2022 | 2-WMKK-1-48 | 24 FEB 2026 | 2-WMKK-2-70 | 08 OCT 2024 |
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| 2-WMKJ-8-27                      | 08 SEP 2022 | 2-WMKK-2-15 | 19 MAY 2026 | 2-WMKK-2-85 | 11 JUL 2024 |
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| 2-WMKJ-8-30                      | 15 SEP 2022 | 2-WMKK-2-18 | 19 MAY 2026 | 2-WMKK-3-2  | 16 AUG 2018 |
| 2-WMKJ-8-31                      | 08 DEC 2022 | 2-WMKK-2-19 | 11 JUL 2024 | 2-WMKK-3-3  | 28 MAR 2019 |
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|                                  |             | 2-WMKK-2-22 | 19 MAY 2026 | 2-WMKK-3-6  | 16 AUG 2018 |
|                                  |             | 2-WMKK-2-23 | 19 MAY 2026 | 2-WMKK-4-1  | 08 OCT 2024 |
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|                                  |             | 2-WMKK-2-29 | 11 JUL 2024 | 2-WMKK-5-3  | 23 MAY 2019 |
|                                  |             | 2-WMKK-2-30 | 11 JUL 2024 | 2-WMKK-5-4  | 16 AUG 2018 |
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|                                  |             | 2-WMKK-2-32 | 11 JUL 2024 | 2-WMKK-5-6  | 16 AUG 2018 |
|                                  |             | 2-WMKK-2-33 | 14 MAY 2026 | 2-WMKK-5-7  | 23 MAY 2019 |
|                                  |             | 2-WMKK-2-34 | 11 JUL 2024 | 2-WMKK-5-8  | 16 AUG 2018 |
|                                  |             | 2-WMKK-2-35 | 08 OCT 2024 | 2-WMKK-6-1  | 19 FEB 2026 |
|                                  |             | 2-WMKK-2-36 | 08 OCT 2024 | 2-WMKK-6-2  | 16 AUG 2018 |
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|                                  |             | 2-WMKK-2-40 | 08 OCT 2024 | 2-WMKK-6-6  | 10 SEP 2021 |
|                                  |             | 2-WMKK-2-41 | 04 SEP 2025 | 2-WMKK-6-7  | 19 FEB 2026 |
|                                  |             | 2-WMKK-2-42 | 11 JUL 2024 | 2-WMKK-6-8  | 19 FEB 2026 |
|                                  |             | 2-WMKK-2-43 | 08 OCT 2024 | 2-WMKK-6-9  | 19 FEB 2026 |
|                                  |             | 2-WMKK-2-44 | 08 OCT 2024 | 2-WMKK-6-10 | 19 FEB 2026 |
|                                  |             | 2-WMKK-2-45 | 04 SEP 2025 | 2-WMKK-6-11 | 19 FEB 2026 |
|                                  |             | 2-WMKK-2-46 | 11 JUL 2024 | 2-WMKK-6-12 | 19 FEB 2026 |
| <b>KL INTERNATIONAL / SEPANG</b> |             |             |             |             |             |
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| 2-WMKK-1-2                       | 19 FEB 2026 |             |             |             |             |
| 2-WMKK-1-3                       | 19 MAY 2026 |             |             |             |             |
| 2-WMKK-1-4                       | 19 MAY 2026 |             |             |             |             |
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| 2-WMKK-1-9                       | 19 FEB 2026 |             |             |             |             |
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| 2-WMKK-1-11                      | 19 MAY 2026 |             |             |             |             |
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| 2-WMKK-1-16                      | 19 FEB 2026 |             |             |             |             |
| 2-WMKK-1-17                      | 19 FEB 2026 |             |             |             |             |
| 2-WMKK-1-18                      | 19 FEB 2026 |             |             |             |             |
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| 2-WMKK-1-23                      | 19 MAY 2026 |             |             |             |             |
| 2-WMKK-1-24                      | 19 MAY 2026 |             |             |             |             |

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| 2-WMCK-6-16 | 24 FEB 2026 | 2-WMCK-8-10                   | 18 MAY 2023  | 2-WMKL-6-4     | 29 OCT 2021  |
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| 2-WMCK-6-18 | 19 FEB 2026 | 2-WMCK-8-12                   | 18 MAY 2023  | 2-WMKL-6-6     | 29 OCT 2021  |
| 2-WMCK-6-19 | 19 FEB 2026 | 2-WMCK-8-13                   | 19 FEB 2026  | 2-WMKL-6-7     | 29 OCT 2021  |
| 2-WMCK-6-20 | 19 FEB 2026 | 2-WMCK-8-14                   | 18 MAY 2023  | 2-WMKL-6-8     | 28 MAR 2019  |
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| 2-WMCK-7-30 | 08 SEP 2022 | 2-WMKL-1-4                    | 25 MAR 2025  | 2-WMKM-4-2     | 16 AUG 2018  |
| 2-WMCK-7-31 | 19 FEB 2026 | 2-WMKL-1-5                    | 19 FEB 2026  | 2-WMKM-4-3     | 03 MAR 2022  |
| 2-WMCK-7-32 | 19 FEB 2026 | 2-WMKL-1-6                    | 31 DEC 2024  | 2-WMKM-4-4     | 29 OCT 2021  |
| 2-WMCK-7-33 | 19 FEB 2026 | 2-WMKL-1-7                    | 19 FEB 2026  | 2-WMKM-6-1     | 09 SEP 2025  |
| 2-WMCK-7-34 | 19 FEB 2026 | 2-WMKL-1-8                    | 31 DEC 2024  | 2-WMKM-6-2     | 16 AUG 2018  |
| 2-WMCK-7-35 | 19 FEB 2026 | 2-WMKL-1-9                    | 31 DEC 2024  | 2-WMKM-6-3     | 09 SEP 2025  |
| 2-WMCK-7-36 | 19 FEB 2026 | 2-WMKL-1-10                   | 11 AUG 2026* | 2-WMKM-6-4     | 09 SEP 2025  |
| 2-WMCK-7-37 | 19 FEB 2026 | 2-WMKL-2-1                    | 19 FEB 2026  | 2-WMKM-6-5     | 09 SEP 2025  |
| 2-WMCK-7-38 | 19 FEB 2026 | 2-WMKL-2-2                    | 16 AUG 2018  | 2-WMKM-6-6     | 09 SEP 2025  |
| 2-WMCK-7-39 | 19 FEB 2026 | 2-WMKL-2-3                    | 11 AUG 2026* | 2-WMKM-6-7     | 09 SEP 2025  |
| 2-WMCK-7-40 | 19 FEB 2026 | 2-WMKL-2-4                    | 11 AUG 2026* | 2-WMKM-6-8     | 09 SEP 2025  |
| 2-WMCK-7-41 | 19 FEB 2026 | 2-WMKL-2-5                    | 28 NOV 2024  | 2-WMKM-6-9     | 09 SEP 2025  |
| 2-WMCK-7-42 | 19 FEB 2026 | 2-WMKL-2-6                    | 16 AUG 2018  | 2-WMKM-6-10    | 09 SEP 2025  |
| 2-WMCK-8-1  | 19 FEB 2026 | 2-WMKL-3-1                    | 07 NOV 2019  | 2-WMKM-6-11    | 09 SEP 2025  |
| 2-WMCK-8-2  | 10 SEP 2021 | 2-WMKL-3-2                    | 16 AUG 2018  | 2-WMKM-6-12    | 09 SEP 2025  |
| 2-WMCK-8-3  | 19 FEB 2026 | 2-WMKL-4-1                    | 29 OCT 2021  | 2-WMKM-6-13    | 09 SEP 2025  |
| 2-WMCK-8-4  | 08 SEP 2022 | 2-WMKL-4-2                    | 16 AUG 2018  | 2-WMKM-6-14    | 09 SEP 2025  |
| 2-WMCK-8-5  | 19 FEB 2026 | 2-WMKL-4-3                    | 29 OCT 2021  | 2-WMKM-7-1     | 09 SEP 2025  |
| 2-WMCK-8-6  | 18 MAY 2023 | 2-WMKL-4-4                    | 28 MAR 2019  | 2-WMKM-7-2     | 09 SEP 2025  |

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|---------------------------------------|--------------|-------------------------------------|--------------|--------------------------------------|--------------|
| 2-WMKM-7-3                            | 09 SEP 2025  | 2-WMKN-7-8                          | 19 MAY 2022  | 2-WMKP-7-6                           | 10 SEP 2021  |
| 2-WMKM-7-4                            | 09 SEP 2025  | 2-WMKN-7-9                          | 25 MAR 2025  | 2-WMKP-7-7                           | 10 SEP 2021  |
| 2-WMKM-7-5                            | 09 SEP 2025  | 2-WMKN-7-10                         | 19 MAY 2022  | 2-WMKP-7-8                           | 10 SEP 2021  |
| 2-WMKM-7-6                            | 09 SEP 2025  | 2-WMKN-8-1                          | 25 MAR 2025  | 2-WMKP-8-1                           | 02 DEC 2025  |
| 2-WMKM-7-7                            | 09 SEP 2025  | 2-WMKN-8-2                          | 30 JAN 2024  | 2-WMKP-8-2                           | 29 OCT 2021  |
| 2-WMKM-7-8                            | 09 SEP 2025  | 2-WMKN-8-3                          | 25 MAR 2025  | 2-WMKP-8-3                           | 02 DEC 2025  |
| 2-WMKM-7-9                            | 09 SEP 2025  | 2-WMKN-8-4                          | 30 JAN 2024  | 2-WMKP-8-4                           | 31 DEC 2024  |
| 2-WMKM-7-10                           | 09 SEP 2025  | 2-WMKN-8-5                          | 25 MAR 2025  | 2-WMKP-8-5                           | 02 DEC 2025  |
| 2-WMKM-7-11                           | 09 SEP 2025  | 2-WMKN-8-6                          | 30 JAN 2024  | 2-WMKP-8-6                           | 29 OCT 2021  |
| 2-WMKM-7-12                           | 09 SEP 2025  | 2-WMKN-8-7                          | 25 MAR 2025  | 2-WMKP-8-7                           | 02 DEC 2025  |
| 2-WMKM-8-1                            | 09 SEP 2025  | 2-WMKN-8-8                          | 30 JAN 2024  | 2-WMKP-8-8                           | 30 JAN 2024  |
| 2-WMKM-8-2                            | 09 SEP 2025  | 2-WMKN-8-9                          | 25 MAR 2025  | 2-WMKP-8-9                           | 30 JAN 2024  |
| 2-WMKM-8-3                            | 09 SEP 2025  | 2-WMKN-8-10                         | 30 JAN 2024  | 2-WMKP-8-10                          | 08 DEC 2022  |
| 2-WMKM-8-4                            | 09 SEP 2025  | 2-WMKN-8-11                         | 25 MAR 2025  | 2-WMKP-8-11                          | 24 FEB 2026  |
| 2-WMKM-8-5                            | 09 SEP 2025  | 2-WMKN-8-12                         | 30 JAN 2024  | 2-WMKP-8-12                          | 01 DEC 2022  |
| 2-WMKM-8-6                            | 09 SEP 2025  | 2-WMKN-8-13                         | 25 MAR 2025  | 2-WMKP-8-13                          | 01 DEC 2022  |
| 2-WMKM-8-7                            | 09 SEP 2025  | 2-WMKN-8-14                         | 30 JAN 2024  | 2-WMKP-8-14                          | 01 DEC 2022  |
| 2-WMKM-8-8                            | 09 SEP 2025  | 2-WMKN-8-15                         | 30 JAN 2024  | 2-WMKP-8-15                          | 01 DEC 2022  |
| 2-WMKM-8-9                            | 09 SEP 2025  | 2-WMKN-8-16                         | 20 MAY 2021  | 2-WMKP-8-16                          | 01 DEC 2022  |
| 2-WMKM-8-10                           | 09 SEP 2025  | 2-WMKN-8-17                         | 25 MAR 2025  | 2-WMKP-8-17                          | 02 DEC 2025  |
| 2-WMKM-8-11                           | 09 SEP 2025  | 2-WMKN-8-18                         | 30 JAN 2024  | 2-WMKP-8-18                          | 01 DEC 2022  |
| 2-WMKM-8-12                           | 09 SEP 2025  | 2-WMKN-8-19                         | 30 JAN 2024  | 2-WMKP-8-19                          | 01 DEC 2022  |
| 2-WMKM-8-13                           | 09 SEP 2025  | 2-WMKN-8-20                         | 20 MAY 2021  | 2-WMKP-8-20                          | 01 DEC 2022  |
| 2-WMKM-8-14                           | 09 SEP 2025  | 2-WMKN-8-21                         | 25 MAR 2025  | 2-WMKP-8-21                          | 02 DEC 2025  |
| 2-WMKM-8-15                           | 09 SEP 2025  | 2-WMKN-8-22                         | 30 JAN 2024  | 2-WMKP-8-22                          | 01 DEC 2022  |
| 2-WMKM-8-16                           | 09 SEP 2025  | 2-WMKN-8-23                         | 25 MAR 2025  | 2-WMKP-8-23                          | 01 DEC 2022  |
| 2-WMKM-8-17                           | 09 SEP 2025  | 2-WMKN-8-24                         | 19 MAY 2026  | 2-WMKP-8-24                          | 01 DEC 2022  |
| 2-WMKM-8-18                           | 09 SEP 2025  |                                     |              |                                      |              |
| 2-WMKM-8-19                           | 09 SEP 2025  |                                     |              |                                      |              |
| 2-WMKM-8-20                           | 09 SEP 2025  |                                     |              |                                      |              |
| <b>KUALA TERENGGANU/SULTAN MAHMUD</b> |              | <b>PENANG INTERNATIONAL AIRPORT</b> |              | <b>SUBANG/SULTAN ABDUL AZIZ SHAH</b> |              |
| 2-WMKN-1-1                            | 27 NOV 2025  | 2-WMKP-1-1                          | 11 AUG 2026* | 2-WMSA-1-1                           | 19 FEB 2026  |
| 2-WMKN-1-2                            | 27 NOV 2025  | 2-WMKP-1-2                          | 06 AUG 2026  | 2-WMSA-1-2                           | 19 FEB 2026  |
| 2-WMKN-1-3                            | 27 NOV 2025  | 2-WMKP-1-3                          | 06 AUG 2026  | 2-WMSA-1-3                           | 19 FEB 2026  |
| 2-WMKN-1-4                            | 27 NOV 2025  | 2-WMKP-1-4                          | 06 AUG 2026  | 2-WMSA-1-4                           | 28 NOV 2024  |
| 2-WMKN-1-5                            | 07 NOV 2023  | 2-WMKP-1-5                          | 06 AUG 2026  | 2-WMSA-1-5                           | 28 NOV 2024  |
| 2-WMKN-1-6                            | 28 NOV 2024  | 2-WMKP-1-6                          | 06 AUG 2026  | 2-WMSA-1-6                           | 19 FEB 2026  |
| 2-WMKN-1-7                            | 27 NOV 2025  | 2-WMKP-1-7                          | 19 MAY 2026  | 2-WMSA-1-7                           | 11 AUG 2026* |
| 2-WMKN-1-8                            | 27 NOV 2025  | 2-WMKP-1-8                          | 11 AUG 2026* | 2-WMSA-1-8                           | 28 NOV 2024  |
| 2-WMKN-1-9                            | 25 MAR 2025  | 2-WMKP-1-9                          | 06 AUG 2026  | 2-WMSA-1-9                           | 12 JUN 2025  |
| 2-WMKN-1-10                           | 28 NOV 2024  | 2-WMKP-1-10                         | 06 AUG 2026  | 2-WMSA-1-10                          | 28 NOV 2024  |
| 2-WMKN-1-11                           | 11 AUG 2026* | 2-WMKP-1-11                         | 06 AUG 2026  | 2-WMSA-1-11                          | 28 NOV 2024  |
| 2-WMKN-1-12                           | 28 NOV 2024  | 2-WMKP-1-12                         | 06 AUG 2026  | 2-WMSA-1-12                          | 24 FEB 2026  |
| 2-WMKN-2-1                            | 27 NOV 2025  | 2-WMKP-1-13                         | 06 AUG 2026  | 2-WMSA-1-13                          | 24 FEB 2026  |
| 2-WMKN-2-2                            | 16 AUG 2018  | 2-WMKP-1-14                         | 06 AUG 2026  | 2-WMSA-1-14                          | 11 AUG 2026* |
| 2-WMKN-2-3                            | 11 AUG 2026* | 2-WMKP-2-1                          | 06 AUG 2026  | 2-WMSA-1-15                          | 11 AUG 2026* |
| 2-WMKN-2-4                            | 11 AUG 2026* | 2-WMKP-2-2                          | 16 AUG 2018  | 2-WMSA-1-16                          | 19 MAY 2026  |
| 2-WMKN-2-5                            | 27 NOV 2025  | 2-WMKP-2-3                          | 06 AUG 2026  | 2-WMSA-1-17                          | 11 AUG 2026* |
| 2-WMKN-2-6                            | 16 AUG 2018  | 2-WMKP-2-4                          | 06 AUG 2026  | 2-WMSA-1-18                          | 11 AUG 2026* |
| 2-WMKN-3-1                            | 16 AUG 2018  | 2-WMKP-2-5                          | 06 AUG 2026  | 2-WMSA-2-1                           | 28 NOV 2024  |
| 2-WMKN-3-2                            | 16 AUG 2018  | 2-WMKP-2-6                          | 16 AUG 2018  | 2-WMSA-2-2                           | 16 AUG 2018  |
| 2-WMKN-4-1                            | 19 MAY 2022  | 2-WMKP-3-1                          | 25 MAR 2021  | 2-WMSA-2-3                           | 16 AUG 2018  |
| 2-WMKN-4-2                            | 16 AUG 2018  | 2-WMKP-3-2                          | 16 AUG 2018  | 2-WMSA-2-4                           | 16 AUG 2018  |
| 2-WMKN-6-1                            | 25 MAR 2025  | 2-WMKP-6-1                          | 02 DEC 2025  | 2-WMSA-2-5                           | 11 AUG 2026* |
| 2-WMKN-6-2                            | 19 MAY 2022  | 2-WMKP-6-2                          | 16 AUG 2018  | 2-WMSA-2-6                           | 11 AUG 2026* |
| 2-WMKN-6-3                            | 25 MAR 2025  | 2-WMKP-6-3                          | 02 DEC 2025  | 2-WMSA-2-7                           | 19 FEB 2026  |
| 2-WMKN-6-4                            | 26 MAY 2022  | 2-WMKP-6-4                          | 10 SEP 2021  | 2-WMSA-2-8                           | 16 AUG 2018  |
| 2-WMKN-6-5                            | 25 MAR 2025  | 2-WMKP-6-5                          | 10 SEP 2021  | 2-WMSA-3-1                           | 28 MAR 2019  |
| 2-WMKN-6-6                            | 19 MAY 2022  | 2-WMKP-6-6                          | 10 SEP 2021  | 2-WMSA-3-2                           | 16 AUG 2018  |
| 2-WMKN-6-7                            | 25 MAR 2025  | 2-WMKP-6-7                          | 02 DEC 2025  | 2-WMSA-6-1                           | 08 OCT 2024  |
| 2-WMKN-6-8                            | 19 MAY 2022  | 2-WMKP-6-8                          | 10 SEP 2021  | 2-WMSA-6-2                           | 16 AUG 2018  |
| 2-WMKN-7-1                            | 25 MAR 2025  | 2-WMKP-6-9                          | 02 DEC 2025  | 2-WMSA-6-3                           | 08 OCT 2024  |
| 2-WMKN-7-2                            | 19 MAY 2022  | 2-WMKP-6-10                         | 10 SEP 2021  | 2-WMSA-6-4                           | 08 OCT 2024  |
| 2-WMKN-7-3                            | 25 MAR 2025  | 2-WMKP-6-11                         | 10 SEP 2021  | 2-WMSA-6-5                           | 08 OCT 2024  |
| 2-WMKN-7-4                            | 08 SEP 2022  | 2-WMKP-6-12                         | 10 SEP 2021  | 2-WMSA-6-6                           | 08 OCT 2024  |
| 2-WMKN-7-5                            | 08 SEP 2022  | 2-WMKP-6-13                         | 02 DEC 2025  | 2-WMSA-6-7                           | 08 OCT 2024  |
| 2-WMKN-7-6                            | 19 MAY 2022  | 2-WMKP-6-14                         | 10 SEP 2021  | 2-WMSA-6-8                           | 08 OCT 2024  |
| 2-WMKN-7-7                            | 25 MAR 2025  | 2-WMKP-7-1                          | 02 DEC 2025  | 2-WMSA-6-9                           | 08 OCT 2024  |
|                                       |              | 2-WMKP-7-2                          | 10 SEP 2021  | 2-WMSA-6-10                          | 08 OCT 2024  |
|                                       |              | 2-WMKP-7-3                          | 10 SEP 2021  | 2-WMSA-7-1                           | 03 MAR 2022  |
|                                       |              | 2-WMKP-7-4                          | 16 AUG 2018  | 2-WMSA-7-2                           | 16 AUG 2018  |
|                                       |              | 2-WMKP-7-5                          | 02 DEC 2025  | 2-WMSA-7-3                           | 08 OCT 2024  |

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| 2-WBGJ-2-1                         | 31 DEC 2024 | 2-WBKK-1-17 | 19 FEB 2026 | 2-WBKK-8-5    | 15 SEP 2022 |
| 2-WBGJ-2-2                         | 16 AUG 2018 | 2-WBKK-1-18 | 19 FEB 2026 | 2-WBKK-8-6    | 16 AUG 2018 |
| 2-WBGJ-2-3                         | 31 DEC 2024 | 2-WBKK-2-1  | 19 FEB 2026 | 2-WBKK-8-7    | 15 SEP 2022 |
| 2-WBGJ-2-4                         | 16 AUG 2018 | 2-WBKK-2-2  | 16 AUG 2018 | 2-WBKK-8-8    | 16 AUG 2018 |
| 2-WBGJ-2-5                         | 31 DEC 2024 | 2-WBKK-2-3  | 19 FEB 2026 | 2-WBKK-8-9    | 08 DEC 2022 |
| 2-WBGJ-2-6                         | 16 AUG 2018 | 2-WBKK-2-4  | 19 FEB 2026 | 2-WBKK-8-10   | 16 AUG 2018 |
| 2-WBGJ-3-1                         | 16 AUG 2018 | 2-WBKK-2-5  | 19 FEB 2026 | 2-WBKK-8-11   | 08 DEC 2022 |
| 2-WBGJ-3-2                         | 16 AUG 2018 | 2-WBKK-2-6  | 19 FEB 2026 | 2-WBKK-8-12   | 16 AUG 2018 |
| 2-WBGJ-4-1                         | 03 MAR 2022 | 2-WBKK-2-7  | 19 FEB 2026 | 2-WBKK-8-13   | 15 SEP 2022 |
| 2-WBGJ-4-2                         | 16 AUG 2018 | 2-WBKK-2-8  | 28 NOV 2024 | 2-WBKK-8-14   | 16 AUG 2018 |
| 2-WBGJ-6-1                         | 31 DEC 2024 | 2-WBKK-3-1  | 03 OCT 2024 | 2-WBKK-8-15   | 08 DEC 2022 |
| 2-WBGJ-6-2                         | 16 AUG 2018 | 2-WBKK-3-2  | 16 AUG 2018 | 2-WBKK-8-16   | 16 AUG 2018 |
| 2-WBGJ-6-3                         | 31 DEC 2024 | 2-WBKK-4-1  | 08 DEC 2022 | 2-WBKK-8-17   | 01 DEC 2022 |
| 2-WBGJ-6-4                         | 16 AUG 2018 | 2-WBKK-4-2  | 16 AUG 2018 | 2-WBKK-8-18   | 01 DEC 2022 |
| 2-WBGJ-7-1                         | 31 DEC 2024 | 2-WBKK-4-3  | 15 SEP 2022 | 2-WBKK-8-19   | 01 DEC 2022 |
| 2-WBGJ-7-2                         | 16 AUG 2018 | 2-WBKK-4-4  | 16 AUG 2018 | 2-WBKK-8-20   | 08 DEC 2022 |
| 2-WBGJ-7-3                         | 31 DEC 2024 | 2-WBKK-4-5  | 23 MAY 2023 | 2-WBKK-8-21   | 01 DEC 2022 |
| 2-WBGJ-7-4                         | 16 AUG 2018 | 2-WBKK-4-6  | 16 AUG 2018 | 2-WBKK-8-22   | 01 DEC 2022 |
| 2-WBGJ-7-5                         | 31 DEC 2024 | 2-WBKK-6-1  | 08 DEC 2022 | 2-WBKK-8-23   | 01 DEC 2022 |
| 2-WBGJ-7-6                         | 16 AUG 2018 | 2-WBKK-6-2  | 16 AUG 2018 | 2-WBKK-8-24   | 01 DEC 2022 |
| 2-WBGJ-7-7                         | 31 DEC 2024 | 2-WBKK-6-3  | 08 DEC 2022 | 2-WBKK-8-25   | 01 DEC 2022 |
| 2-WBGJ-7-8                         | 16 AUG 2018 | 2-WBKK-6-4  | 08 DEC 2022 | 2-WBKK-8-26   | 15 SEP 2022 |
| 2-WBGJ-8-1                         | 31 DEC 2024 | 2-WBKK-6-5  | 25 MAR 2025 | 2-WBKK-8-27   | 01 DEC 2022 |
| 2-WBGJ-8-2                         | 16 AUG 2018 | 2-WBKK-6-6  | 16 AUG 2018 | 2-WBKK-8-28   | 01 DEC 2022 |
| 2-WBGJ-8-3                         | 31 DEC 2024 | 2-WBKK-6-7  | 08 DEC 2022 | 2-WBKK-8-29   | 01 DEC 2022 |
| 2-WBGJ-8-4                         | 16 AUG 2018 | 2-WBKK-6-8  | 08 DEC 2022 | 2-WBKK-8-30   | 01 DEC 2022 |
| 2-WBGJ-8-5                         | 31 DEC 2024 | 2-WBKK-6-9  | 08 DEC 2022 |               |             |
| 2-WBGJ-8-6                         | 16 AUG 2018 | 2-WBKK-6-10 | 16 AUG 2018 | <b>LABUAN</b> |             |
| 2-WBGJ-8-7                         | 31 DEC 2024 | 2-WBKK-6-11 | 08 DEC 2022 | 2-WBKL-1-1    | 27 NOV 2025 |
| 2-WBGJ-8-8                         | 16 AUG 2018 | 2-WBKK-6-12 | 08 DEC 2022 | 2-WBKL-1-2    | 27 NOV 2025 |
| 2-WBGJ-8-9                         | 31 DEC 2024 | 2-WBKK-6-13 | 08 DEC 2022 | 2-WBKL-1-3    | 27 NOV 2025 |
| 2-WBGJ-8-10                        | 16 AUG 2018 | 2-WBKK-6-14 | 08 NOV 2018 | 2-WBKL-1-4    | 27 NOV 2025 |
| 2-WBGJ-8-11                        | 31 DEC 2024 | 2-WBKK-6-15 | 08 DEC 2022 | 2-WBKL-1-5    | 27 NOV 2025 |
| 2-WBGJ-8-12                        | 16 AUG 2018 | 2-WBKK-6-16 | 08 DEC 2022 | 2-WBKL-1-6    | 27 NOV 2025 |
|                                    |             | 2-WBKK-6-17 | 08 DEC 2022 | 2-WBKL-1-7    | 27 NOV 2025 |
| <b>LAHAD DATU</b>                  |             | 2-WBKK-6-18 | 08 DEC 2022 | 2-WBKL-1-8    | 27 NOV 2025 |
| 2-WBKD-1-1                         | 06 AUG 2026 | 2-WBKK-6-19 | 08 DEC 2022 | 2-WBKL-1-9    | 19 FEB 2026 |
| 2-WBKD-1-2                         | 23 MAY 2023 | 2-WBKK-6-20 | 08 DEC 2022 | 2-WBKL-1-10   | 27 NOV 2025 |
| 2-WBKD-1-3                         | 25 MAR 2025 | 2-WBKK-6-21 | 08 DEC 2022 | 2-WBKL-1-11   | 27 NOV 2025 |
| 2-WBKD-1-4                         | 06 AUG 2026 | 2-WBKK-6-22 | 08 DEC 2022 | 2-WBKL-1-12   | 27 NOV 2025 |
| 2-WBKD-1-5                         | 25 MAR 2025 | 2-WBKK-6-23 | 08 DEC 2022 | 2-WBKL-1-13   | 27 NOV 2025 |
| 2-WBKD-1-6                         | 06 AUG 2026 | 2-WBKK-6-24 | 08 DEC 2022 | 2-WBKL-1-14   | 27 NOV 2025 |
| 2-WBKD-1-7                         | 06 AUG 2026 | 2-WBKK-7-1  | 08 DEC 2022 | 2-WBKL-2-1    | 28 NOV 2024 |
| 2-WBKD-1-8                         | 06 AUG 2026 | 2-WBKK-7-2  | 25 MAR 2025 | 2-WBKL-2-2    | 16 AUG 2018 |
| 2-WBKD-1-9                         | 25 MAR 2025 | 2-WBKK-7-3  | 08 DEC 2022 | 2-WBKL-2-3    | 27 NOV 2025 |
| 2-WBKD-1-10                        | 25 MAR 2025 | 2-WBKK-7-4  | 16 AUG 2018 | 2-WBKL-2-4    | 16 AUG 2018 |
| 2-WBKD-2-1                         | 28 NOV 2024 | 2-WBKK-7-5  | 07 NOV 2023 | 2-WBKL-2-5    | 27 NOV 2025 |
| 2-WBKD-2-2                         | 16 AUG 2018 | 2-WBKK-7-6  | 25 MAR 2025 | 2-WBKL-2-6    | 16 AUG 2018 |
| 2-WBKD-2-3                         | 12 JUN 2025 | 2-WBKK-7-7  | 08 DEC 2022 | 2-WBKL-3-1    | 16 AUG 2018 |
| 2-WBKD-2-4                         | 16 AUG 2018 | 2-WBKK-7-8  | 16 AUG 2018 | 2-WBKL-3-2    | 16 AUG 2018 |
| 2-WBKD-8-1                         | 03 MAR 2022 | 2-WBKK-7-9  | 08 DEC 2022 | 2-WBKL-4-1    | 08 DEC 2022 |
| 2-WBKD-8-2                         | 16 AUG 2018 | 2-WBKK-7-10 | 08 DEC 2022 | 2-WBKL-4-2    | 16 AUG 2018 |
|                                    |             | 2-WBKK-7-11 | 08 DEC 2022 | 2-WBKL-4-3    | 08 DEC 2022 |
| <b>KOTA KINABALU INTERNATIONAL</b> |             | 2-WBKK-7-12 | 16 AUG 2018 | 2-WBKL-4-4    | 16 AUG 2018 |
| 2-WBKK-1-1                         | 19 FEB 2026 | 2-WBKK-7-13 | 31 DEC 2024 | 2-WBKL-6-1    | 08 DEC 2022 |
| 2-WBKK-1-2                         | 19 FEB 2026 | 2-WBKK-7-14 | 20 MAR 2025 | 2-WBKL-6-2    | 08 DEC 2022 |
| 2-WBKK-1-3                         | 19 FEB 2026 | 2-WBKK-7-15 | 08 DEC 2022 | 2-WBKL-6-3    | 08 DEC 2022 |
| 2-WBKK-1-4                         | 19 FEB 2026 | 2-WBKK-7-16 | 16 AUG 2018 | 2-WBKL-6-4    | 08 DEC 2022 |
| 2-WBKK-1-5                         | 19 FEB 2026 | 2-WBKK-7-17 | 08 DEC 2022 | 2-WBKL-6-5    | 08 DEC 2022 |
| 2-WBKK-1-6                         | 19 FEB 2026 | 2-WBKK-7-18 | 08 DEC 2022 | 2-WBKL-6-6    | 08 DEC 2022 |
| 2-WBKK-1-7                         | 19 FEB 2026 | 2-WBKK-7-19 | 08 DEC 2022 | 2-WBKL-6-7    | 08 DEC 2022 |
| 2-WBKK-1-8                         | 19 FEB 2026 | 2-WBKK-7-20 | 08 DEC 2022 | 2-WBKL-6-8    | 08 DEC 2022 |
| 2-WBKK-1-9                         | 19 FEB 2026 | 2-WBKK-7-21 | 08 DEC 2022 | 2-WBKL-6-9    | 08 DEC 2022 |
| 2-WBKK-1-10                        | 19 FEB 2026 | 2-WBKK-7-22 | 08 DEC 2022 | 2-WBKL-6-10   | 16 AUG 2018 |
| 2-WBKK-1-11                        | 19 FEB 2026 | 2-WBKK-7-23 | 08 DEC 2022 | 2-WBKL-7-1    | 08 DEC 2022 |
| 2-WBKK-1-12                        | 19 FEB 2026 | 2-WBKK-7-24 | 08 DEC 2022 | 2-WBKL-7-2    | 08 DEC 2022 |
| 2-WBKK-1-13                        | 19 FEB 2026 | 2-WBKK-8-1  | 08 DEC 2022 | 2-WBKL-7-3    | 08 DEC 2022 |
| 2-WBKK-1-14                        | 19 FEB 2026 | 2-WBKK-8-2  | 16 AUG 2018 | 2-WBKL-7-4    | 16 AUG 2018 |
| 2-WBKK-1-15                        | 19 FEB 2026 | 2-WBKK-8-3  | 08 DEC 2022 | 2-WBKL-7-5    | 08 DEC 2022 |
| 2-WBKK-1-16                        | 19 FEB 2026 | 2-WBKK-8-4  | 16 AUG 2018 | 2-WBKL-7-6    | 08 DEC 2022 |

| Page            | Date         | Page                | Date         | Page                | Date        |
|-----------------|--------------|---------------------|--------------|---------------------|-------------|
| 2-WBKL-7-7      | 08 DEC 2022  | 2-WBKS-8-21         | 01 DEC 2022  | 2-WBGF-1-3          | 19 FEB 2026 |
| 2-WBKL-7-8      | 16 AUG 2018  | 2-WBKS-8-22         | 08 SEP 2022  | 2-WBGF-1-4          | 19 FEB 2026 |
| 2-WBKL-8-1      | 08 DEC 2022  |                     |              | 2-WBGF-1-5          | 19 FEB 2026 |
| 2-WBKL-8-2      | 08 DEC 2022  | <b>TAWAU</b>        |              | 2-WBGF-1-6          | 26 MAR 2020 |
| 2-WBKL-8-3      | 08 DEC 2022  | 2-WBKW-1-1          | 06 AUG 2026  | 2-WBGF-2-1          | 19 FEB 2026 |
| 2-WBKL-8-4      | 08 DEC 2022  | 2-WBKW-1-2          | 06 AUG 2026  | 2-WBGF-2-2          | 26 MAR 2020 |
| 2-WBKL-8-5      | 08 DEC 2022  | 2-WBKW-1-3          | 11 AUG 2026* | 2-WBGF-2-3          | 19 FEB 2026 |
| 2-WBKL-8-6      | 08 DEC 2022  | 2-WBKW-1-4          | 11 AUG 2026* | 2-WBGF-2-4          | 26 MAR 2020 |
| 2-WBKL-8-7      | 08 DEC 2022  | 2-WBKW-1-5          | 11 AUG 2026* |                     |             |
| 2-WBKL-8-8      | 08 DEC 2022  | 2-WBKW-1-6          | 11 AUG 2026* | <b>LONG SERIDAN</b> |             |
| 2-WBKL-8-9      | 08 DEC 2022  | 2-WBKW-1-7          | 11 AUG 2026* | 2-WBGI-1-1          | 26 MAR 2020 |
| 2-WBKL-8-10     | 08 DEC 2022  | 2-WBKW-1-8          | 11 AUG 2026* | 2-WBGI-1-2          | 26 MAR 2020 |
| 2-WBKL-8-11     | 08 DEC 2022  | 2-WBKW-1-9          | 11 AUG 2026* | 2-WBGI-1-3          | 25 MAR 2025 |
| 2-WBKL-8-12     | 08 DEC 2022  | 2-WBKW-1-10         | 01 DEC 2022  | 2-WBGI-1-4          | 25 MAR 2025 |
| 2-WBKL-8-13     | 08 DEC 2022  | 2-WBKW-2-1          | 06 AUG 2026  | 2-WBGI-1-5          | 25 MAR 2025 |
| 2-WBKL-8-14     | 08 DEC 2022  | 2-WBKW-2-2          | 16 AUG 2018  | 2-WBGI-1-6          | 25 MAR 2025 |
|                 |              | 2-WBKW-2-3          | 11 AUG 2026* | 2-WBGI-1-7          | 25 MAR 2025 |
| <b>SANDAKAN</b> |              | 2-WBKW-2-4          | 11 AUG 2026* | 2-WBGI-2-1          | 26 MAR 2020 |
| 2-WBKS-1-1      | 19 MAY 2026  | 2-WBKW-2-5          | 06 AUG 2026  | 2-WBGI-2-2          | 26 MAR 2020 |
| 2-WBKS-1-2      | 19 MAY 2026  | 2-WBKW-2-6          | 16 AUG 2018  | 2-WBGI-2-3          | 26 MAR 2020 |
| 2-WBKS-1-3      | 19 MAY 2026  | 2-WBKW-3-1          | 07 NOV 2019  | 2-WBGI-2-4          | 26 MAR 2020 |
| 2-WBKS-1-4      | 25 MAR 2025  | 2-WBKW-3-2          | 16 AUG 2018  |                     |             |
| 2-WBKS-1-5      | 25 MAR 2025  | 2-WBKW-4-1          | 15 SEP 2022  | <b>MUKAH</b>        |             |
| 2-WBKS-1-6      | 19 MAY 2026  | 2-WBKW-4-2          | 16 AUG 2018  | 2-WBGK-1-1          | 27 NOV 2025 |
| 2-WBKS-1-7      | 25 MAR 2025  | 2-WBKW-4-3          | 29 OCT 2021  | 2-WBGK-1-2          | 14 MAY 2026 |
| 2-WBKS-1-8      | 25 MAR 2025  | 2-WBKW-4-4          | 16 AUG 2018  | 2-WBGK-1-3          | 14 MAY 2026 |
| 2-WBKS-1-9      | 11 AUG 2026* | 2-WBKW-6-1          | 29 OCT 2021  | 2-WBGK-1-4          | 19 FEB 2026 |
| 2-WBKS-1-10     | 28 NOV 2024  | 2-WBKW-6-2          | 16 AUG 2018  | 2-WBGK-1-5          | 19 FEB 2026 |
| 2-WBKS-2-1      | 20 MAR 2025  | 2-WBKW-6-3          | 29 OCT 2021  | 2-WBGK-1-6          | 19 FEB 2026 |
| 2-WBKS-2-2      | 16 AUG 2018  | 2-WBKW-6-4          | 16 AUG 2018  | 2-WBGK-1-7          | 19 FEB 2026 |
| 2-WBKS-2-3      | 11 AUG 2026* | 2-WBKW-6-5          | 29 OCT 2021  | 2-WBGK-1-8          | 19 FEB 2026 |
| 2-WBKS-2-4      | 11 AUG 2026* | 2-WBKW-6-6          | 16 AUG 2018  | 2-WBGK-1-9          | 14 MAY 2026 |
| 2-WBKS-2-5      | 20 MAR 2025  | 2-WBKW-7-1          | 19 FEB 2026  | 2-WBGK-1-10         | 19 FEB 2026 |
| 2-WBKS-2-6      | 16 AUG 2018  | 2-WBKW-7-2          | 16 AUG 2018  | 2-WBGK-1-11         | 19 FEB 2026 |
| 2-WBKS-4-1      | 08 SEP 2022  | 2-WBKW-7-3          | 16 JUL 2024  | 2-WBGK-1-12         | 19 FEB 2026 |
| 2-WBKS-4-2      | 16 AUG 2018  | 2-WBKW-7-4          | 16 JUL 2024  | 2-WBGK-1-13         | 19 FEB 2026 |
| 2-WBKS-6-1      | 30 JAN 2024  | 2-WBKW-8-1          | 29 OCT 2021  | 2-WBGK-1-14         | 19 FEB 2026 |
| 2-WBKS-6-2      | 16 AUG 2018  | 2-WBKW-8-2          | 16 AUG 2018  | 2-WBGK-2-1          | 19 FEB 2026 |
| 2-WBKS-6-3      | 08 DEC 2022  | 2-WBKW-8-3          | 08 DEC 2022  | 2-WBGK-2-2          | 28 MAR 2019 |
| 2-WBKS-6-4      | 08 DEC 2022  | 2-WBKW-8-4          | 16 AUG 2018  | 2-WBGK-2-3          | 14 MAY 2026 |
| 2-WBKS-6-5      | 08 SEP 2022  | 2-WBKW-8-5          | 16 JUL 2024  | 2-WBGK-2-4          | 28 MAR 2019 |
| 2-WBKS-6-6      | 08 SEP 2022  | 2-WBKW-8-6          | 16 JUL 2024  | 2-WBGK-2-5          | 14 MAY 2026 |
| 2-WBKS-6-7      | 08 DEC 2022  | 2-WBKW-8-7          | 01 DEC 2022  | 2-WBGK-2-6          | 28 MAR 2019 |
| 2-WBKS-6-8      | 08 SEP 2022  | 2-WBKW-8-8          | 01 DEC 2022  | 2-WBGK-4-1          | 04 SEP 2025 |
| 2-WBKS-7-1      | 08 DEC 2022  | 2-WBKW-8-9          | 01 DEC 2022  | 2-WBGK-4-2          | 04 NOV 2021 |
| 2-WBKS-7-2      | 08 DEC 2022  | 2-WBKW-8-10         | 16 AUG 2018  | 2-WBGK-6-1          | 04 SEP 2025 |
| 2-WBKS-7-3      | 08 DEC 2022  | 2-WBKW-8-11         | 01 DEC 2022  | 2-WBGK-6-2          | 08 SEP 2022 |
| 2-WBKS-7-4      | 08 SEP 2022  | 2-WBKW-8-12         | 01 DEC 2022  | 2-WBGK-6-3          | 15 SEP 2022 |
| 2-WBKS-7-5      | 08 DEC 2022  | 2-WBKW-8-13         | 01 DEC 2022  | 2-WBGK-6-4          | 08 SEP 2022 |
| 2-WBKS-7-6      | 08 SEP 2022  | 2-WBKW-8-14         | 01 DEC 2022  | 2-WBGK-6-5          | 04 SEP 2025 |
| 2-WBKS-8-1      | 19 FEB 2026  |                     |              | 2-WBGK-6-6          | 08 SEP 2022 |
| 2-WBKS-8-2      | 08 SEP 2022  | <b>MULU</b>         |              | 2-WBGK-6-7          | 08 SEP 2022 |
| 2-WBKS-8-3      | 19 FEB 2026  | 2-WBMU-1-1          | 28 NOV 2024  | 2-WBGK-6-8          | 08 SEP 2022 |
| 2-WBKS-8-4      | 08 SEP 2022  | 2-WBMU-1-2          | 28 NOV 2024  | 2-WBGK-6-9          | 04 SEP 2025 |
| 2-WBKS-8-5      | 08 DEC 2022  | 2-WBMU-1-3          | 28 NOV 2024  | 2-WBGK-6-10         | 04 SEP 2025 |
| 2-WBKS-8-6      | 08 SEP 2022  | 2-WBMU-1-4          | 08 OCT 2024  | 2-WBGK-6-11         | 04 SEP 2025 |
| 2-WBKS-8-7      | 08 DEC 2022  | 2-WBMU-1-5          | 28 NOV 2024  | 2-WBGK-6-12         | 04 SEP 2025 |
| 2-WBKS-8-8      | 08 SEP 2022  | 2-WBMU-1-6          | 28 NOV 2024  | 2-WBGK-7-1          | 04 SEP 2025 |
| 2-WBKS-8-9      | 19 FEB 2026  | 2-WBMU-1-7          | 28 NOV 2024  | 2-WBGK-7-2          | 08 SEP 2022 |
| 2-WBKS-8-10     | 30 JAN 2024  | 2-WBMU-1-8          | 28 NOV 2024  | 2-WBGK-7-3          | 08 SEP 2022 |
| 2-WBKS-8-11     | 08 SEP 2022  | 2-WBMU-2-1          | 28 NOV 2024  | 2-WBGK-7-4          | 08 SEP 2022 |
| 2-WBKS-8-12     | 08 SEP 2022  | 2-WBMU-2-2          | 16 AUG 2018  | 2-WBGK-7-5          | 04 SEP 2025 |
| 2-WBKS-8-13     | 15 SEP 2022  | 2-WBMU-2-3          | 28 NOV 2024  | 2-WBGK-7-6          | 08 SEP 2022 |
| 2-WBKS-8-14     | 16 AUG 2018  | 2-WBMU-2-4          | 16 AUG 2018  | 2-WBGK-7-7          | 15 SEP 2022 |
| 2-WBKS-8-15     | 15 SEP 2022  | 2-WBMU-3-1          | 13 AUG 2020  | 2-WBGK-7-8          | 08 SEP 2022 |
| 2-WBKS-8-16     | 08 SEP 2022  | 2-WBMU-3-2          | 16 AUG 2018  | 2-WBGK-7-9          | 04 SEP 2025 |
| 2-WBKS-8-17     | 15 SEP 2022  |                     |              | 2-WBGK-7-10         | 04 SEP 2025 |
| 2-WBKS-8-18     | 16 AUG 2018  | <b>LONG LELLANG</b> |              | 2-WBGK-7-11         | 04 SEP 2025 |
| 2-WBKS-8-19     | 30 JAN 2024  | 2-WBGF-1-1          | 19 FEB 2026  | 2-WBGK-7-12         | 04 SEP 2025 |
| 2-WBKS-8-20     | 01 DEC 2022  | 2-WBGF-1-2          | 19 FEB 2026  | 2-WBGK-8-1          | 08 DEC 2022 |

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|-------------------|-------------|----------------------|-------------|
| 2-WBGK-8-2        | 08 DEC 2022 | 2-WBGW-1-7           | 06 AUG 2026 |
| 2-WBGK-8-3        | 08 DEC 2022 | 2-WBGW-1-8           | 06 AUG 2026 |
| 2-WBGK-8-4        | 08 DEC 2022 | 2-WBGW-2-1           | 19 FEB 2026 |
| 2-WBGK-8-5        | 04 SEP 2025 | 2-WBGW-2-2           | 28 MAR 2019 |
| 2-WBGK-8-6        | 08 SEP 2022 | 2-WBGW-2-3           | 19 FEB 2026 |
| 2-WBGK-8-7        | 04 SEP 2025 | 2-WBGW-2-4           | 28 MAR 2019 |
| 2-WBGK-8-8        | 08 SEP 2022 |                      |             |
| 2-WBGK-8-9        | 04 SEP 2025 | <b>BARIO</b>         |             |
| 2-WBGK-8-10       | 08 SEP 2022 | 2-WBGZ-1-1           | 12 JUN 2025 |
| 2-WBGK-8-11       | 04 SEP 2025 | 2-WBGZ-1-2           | 12 JUN 2025 |
| 2-WBGK-8-12       | 08 SEP 2022 | 2-WBGZ-1-3           | 12 JUN 2025 |
|                   |             | 2-WBGZ-1-4           | 12 JUN 2025 |
| <b>LONG AKAH</b>  |             | 2-WBGZ-1-5           | 25 MAR 2025 |
| 2-WBGA-1-1        | 26 MAR 2020 | 2-WBGZ-1-6           | 25 MAR 2025 |
| 2-WBGA-1-2        | 26 MAR 2020 | 2-WBGZ-1-7           | 25 MAR 2025 |
| 2-WBGA-1-3        | 25 MAR 2025 | 2-WBGZ-1-8           | 25 MAR 2025 |
| 2-WBGA-1-4        | 26 MAR 2020 | 2-WBGZ-2-1           | 12 JUN 2025 |
| 2-WBGA-1-5        | 26 MAR 2020 | 2-WBGZ-2-2           | 26 MAR 2020 |
| 2-WBGA-1-6        | 26 MAR 2020 | 2-WBGZ-2-3           | 12 JUN 2025 |
| 2-WBGA-2-1        | 26 MAR 2020 | 2-WBGZ-2-4           | 26 MAR 2020 |
| 2-WBGA-2-2        | 26 MAR 2020 |                      |             |
| 2-WBGA-2-3        | 26 MAR 2020 | <b>KUDAT</b>         |             |
| 2-WBGA-2-4        | 26 MAR 2020 | 2-WBKT-1-1           | 14 MAY 2026 |
|                   |             | 2-WBKT-1-2           | 16 AUG 2018 |
| <b>LONG BANGA</b> |             | 2-WBKT-1-3           | 25 MAR 2025 |
| 2-WBGL-1-1        | 16 AUG 2018 | 2-WBKT-1-4           | 28 MAR 2019 |
| 2-WBGL-1-2        | 26 MAR 2020 | 2-WBKT-1-5           | 25 MAR 2021 |
| 2-WBGL-1-3        | 26 MAR 2020 | 2-WBKT-1-6           | 28 MAR 2019 |
| 2-WBGL-1-4        | 26 MAR 2020 | 2-WBKT-2-1           | 05 NOV 2020 |
| 2-WBGL-1-5        | 26 MAR 2020 | 2-WBKT-2-2           | 28 MAR 2019 |
| 2-WBGL-1-6        | 26 MAR 2020 | 2-WBKT-2-3           | 05 NOV 2020 |
| 2-WBGL-2-1        | 26 MAR 2020 | 2-WBKT-2-4           | 28 MAR 2019 |
| 2-WBGL-2-2        | 26 MAR 2020 |                      |             |
| 2-WBGL-2-3        | 26 MAR 2020 | <b>TANJUNG MANIS</b> |             |
| 2-WBGL-2-4        | 26 MAR 2020 | 2-WBTM-1-1           | 04 SEP 2025 |
|                   |             | 2-WBTM-1-2           | 27 NOV 2025 |
| <b>MARUDI</b>     |             | 2-WBTM-1-3           | 27 NOV 2025 |
| 2-WBGM-1-1        | 06 AUG 2026 | 2-WBTM-1-4           | 27 NOV 2025 |
| 2-WBGM-1-2        | 06 AUG 2026 | 2-WBTM-1-5           | 27 NOV 2025 |
| 2-WBGM-1-3        | 06 AUG 2026 | 2-WBTM-1-6           | 19 FEB 2026 |
| 2-WBGM-1-4        | 06 AUG 2026 | 2-WBTM-2-1           | 25 MAR 2025 |
| 2-WBGM-1-5        | 06 AUG 2026 | 2-WBTM-2-2           | 08 SEP 2022 |
| 2-WBGM-1-6        | 06 AUG 2026 |                      |             |
| 2-WBGM-1-7        | 28 FEB 2023 | <b>AD 4.</b>         |             |
| 2-WBGM-1-8        | 28 FEB 2023 | 4.1-1                | 08 DEC 2022 |
| 2-WBGM-2-1        | 20 MAR 2025 | 4.1-2                | 08 DEC 2022 |
| 2-WBGM-2-2        | 28 MAR 2019 | 4.1-3                | 08 DEC 2022 |
| 2-WBGM-2-3        | 20 MAR 2025 | 4.1-4                | 08 DEC 2022 |
| 2-WBGM-2-4        | 28 MAR 2019 | 4.1-5                | 15 AUG 2023 |
|                   |             | 4.1-6                | 08 DEC 2022 |
| <b>BAKELALAN</b>  |             |                      |             |
| 2-WBGQ-1-1        | 06 AUG 2026 |                      |             |
| 2-WBGQ-1-2        | 06 AUG 2026 |                      |             |
| 2-WBGQ-1-3        | 06 AUG 2026 |                      |             |
| 2-WBGQ-1-4        | 06 AUG 2026 |                      |             |
| 2-WBGQ-1-5        | 06 AUG 2026 |                      |             |
| 2-WBGQ-1-6        | 06 AUG 2026 |                      |             |
| 2-WBGQ-2-1        | 06 AUG 2026 |                      |             |
| 2-WBGQ-2-2        | 26 MAR 2020 |                      |             |
| 2-WBGQ-2-3        | 06 AUG 2026 |                      |             |
| 2-WBGQ-2-4        | 26 MAR 2020 |                      |             |
| <b>LAWAS</b>      |             |                      |             |
| 2-WBGW-1-1        | 06 AUG 2026 |                      |             |
| 2-WBGW-1-2        | 19 FEB 2026 |                      |             |
| 2-WBGW-1-3        | 19 FEB 2026 |                      |             |
| 2-WBGW-1-4        | 06 AUG 2026 |                      |             |
| 2-WBGW-1-5        | 06 AUG 2026 |                      |             |
| 2-WBGW-1-6        | 06 AUG 2026 |                      |             |

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| From        | Entering<br>Adjacent FIR   | Joining<br>Airways or<br>Waypoint | FPL Route                                                    |
|-------------|----------------------------|-----------------------------------|--------------------------------------------------------------|
| WMKP / WMKB |                            | DUBAX                             | GOGOM Y351 DUBAX                                             |
|             |                            | RIGTO                             | LUNTU VAS M769 RIGTO                                         |
|             |                            | TAMOS                             | LUNTU DCT VAS A457 TAMOS                                     |
| WMSA        |                            | ABTOK                             | PIBOS R208 MATSU Y345 GUGIT M751 VKB M644 ABTOK              |
|             |                            | DUBAX                             | ATIMU Y506 VPG Y351 DUBAX                                    |
|             |                            | GOLUD                             | PIBOS R208 MATSU Y345 GUGIT M751 GOLUD                       |
|             |                            | KADAX                             | PIBOS R208 MATSU Y345 GUGIT M751 VKB M626 KADAX              |
|             |                            | PASVA                             | PIBOS R208 MATSU Y345 GUGIT M751 VKB A334 PASVA              |
|             |                            | RIGTO                             | ATIMU Y506 VPG Y350 RIGTO                                    |
|             |                            | TAMOS                             | ATIMU Y506 VPG A457 TAMOS                                    |
| WMKC        | Beyond<br>SINGAPORE<br>FIR | IDSEL                             | DUBMU Y514 BEKSO Y512 VPK M758 IDSEL                         |
|             |                            | KETOD                             | DUBMU Y514 BEKSO Y512 VPK M761 KETOD                         |
|             |                            | VMR                               | DUBMU Y514 NUFFA B469 VMR                                    |
| WMKD        |                            | BUVAL                             | VPK L629 BUVAL                                               |
|             |                            | IDSEL                             | VPK M758 IDSEL                                               |
|             |                            | KETOD                             | VPK M761 KETOD                                               |
| WMKK        |                            | BUVAL                             | KIMAT Y344 VPK L629 BUVAL                                    |
|             |                            | IDSEL                             | KIMAT Y344 VPK M758 IDSEL                                    |
|             |                            | KETOD                             | KIMAT Y344 VPK M761 KETOD                                    |
| WMKL        |                            | IDSEL                             | ISTEL Y503 RINBA Y507 VBA G582 VPK M758 IDSEL                |
|             |                            | KETOD                             | ISTEL Y503 RINBA Y507 VBA G582 VPK M761 KETOD                |
| WMKP        |                            | IDSEL                             | BOGUK DCT ANBIK DCT ADNUT G582 VPK M758 IDSEL                |
|             |                            | KETOD                             | BOGUK DCT ANBIK DCT ADNUT G582 VPK M761 KETOD                |
| WMSA        |                            | BUVAL                             | PIBOS G582 VPK L629 BUVAL                                    |
|             |                            | IDSEL                             | PIBOS G582 VPK M758 IDSEL                                    |
|             |                            | KETOD                             | PIBOS G582 VPK M761 KETOD                                    |
| WMKC /WMGK  | CHENNAI FIR                | ANOKO                             | OPOMO W546 VPG G468 GUNIP B466 ANOKO (FL270 AND BELOW)       |
|             |                            | EMRAN                             | OPOMO W546 VPG G468 GUNIP N571 VAMPI Y338 LEKIR L510 EMRAN   |
|             |                            | IGOGU                             | OPOMO W546 VPG G468 GUNIP N571 IGOGU                         |
|             |                            | IGREX                             | OPOMO W546 VPG B579 VPL P628 IGREX                           |
| WMKJ        |                            | ANOKO                             | SABKA A457 SUKAT B466 ANOKO (FL270 AND BELOW)                |
|             |                            | EMRAN                             | AROSO Y513 KALIL Y504 GUNIP N571 VAMPI Y338 LEKIR L510 EMRAN |
|             |                            | IGOGU                             | AROSO Y513 KALIL Y504 GUNIP N571 IGOGU                       |
|             |                            | IGREX                             | AROSO Y513 KALIL Y504 BILIK Y506 VPG B579 VPL P628 IGREX     |
|             |                            | NOPEK                             | AROSO Y513 KALIL Y504 BILIK G582 PUGER P574 NOPEK            |

| From        | Entering<br>Adjacent FIR | Joining<br>Airways or<br>Waypoint | FPL Route                                                                       |
|-------------|--------------------------|-----------------------------------|---------------------------------------------------------------------------------|
| WMKK        | CHENNAI FIR              | ANOKO                             | IBUKU Y504 GUNIP B466 ANOKO (FL270 AND BELOW)                                   |
|             |                          | EMRAN                             | IBUKU Y504 GUNIP N571 VAMPI Y338 LEKIR L510 EMRAN                               |
|             |                          | IGOGU                             | IBUKU Y504 GUNIP N571 IGOGU                                                     |
|             |                          | IGREX                             | ATIMU Y506 VPG B579 VPL P628 IGREX                                              |
|             |                          | NOPEK                             | PUGER P574 NOPEK                                                                |
| WMKL        |                          | ANOKO                             | KAPKO W525 VPG G468 GUNIP B466 ANOKO (FL270 AND BELOW)                          |
|             |                          | EMRAN                             | RUVTO Y509 ANGUN G468 GUNIP N571 VAMPI Y338 LEKIR L510 EMRAN                    |
|             |                          | IGOGU                             | RUVTO Y509 ANGUN G468 GUNIP N571 IGOGU                                          |
|             |                          | IGREX                             | AKRAB DCT GIVAL P628 IGREX                                                      |
| WMKM        |                          | ANOKO                             | SAPAT A457 AGOSA R467 GUNIP B466 ANOKO (FL270 AND BELOW)                        |
|             |                          | EMRAN                             | SAPAT A457 AGOSA R467 GUNIP N571 VAMPI Y338 LEKIR L510 EMRAN                    |
|             |                          | IGOGU                             | SAPAT A457 AGOSA R467 GUNIP N571 IGOGU                                          |
|             |                          | IGREX                             | SAPAT A457 VPG B579 VPL P628 IGREX                                              |
|             |                          | NOPEK                             | SAPAT A457 VKL R461 PUGER P574 NOPEK                                            |
| WMKN        |                          | ANOKO                             | LASOB W540 GUGIT DCT OPOMO W546 VPG G468 GUNIP B466 ANOKO (FL270 AND BELOW)     |
|             |                          | EMRAN                             | LASOB W540 GUGIT DCT OPOMO W546 VPG G468 GUNIP N571 VAMPI Y338 LEKIR L510 EMRAN |
|             |                          | IGOGU                             | LASOB W540 GUGIT DCT OPOMO W546 VPG G468 GUNIP N571 IGOGU                       |
|             |                          | IGREX                             | LASOB W540 GUGIT DCT OPOMO W546 VPG B579 VPL P628 IGREX                         |
| WMKP / WMKB |                          | ANOKO                             | MADUM DCT GUNIP B466 ANOKO (FL270 AND BELOW)                                    |
|             |                          | EMRAN                             | MADUM DCT GUNIP N571 VAMPI Y338 LEKIR L510 EMRAN                                |
|             |                          | IGOGU                             | MADUM DCT GUNIP N571 IGOGU                                                      |
|             |                          | IGREX                             | OMBOK W525 KAPKO W525/B579 VPL P628 IGREX                                       |
| WMSA        |                          | ANOKO                             | SUKAT B466 ANOKO (FL270 AND BELOW)                                              |
|             |                          | EMRAN                             | IBUKU Y504 GUNIP N571 VAMPI Y338 LEKIR L510 EMRAN                               |
|             |                          | IGOGU                             | IBUKU Y504 GUNIP N571 IGOGU                                                     |
|             |                          | IGREX                             | ATIMU Y506 VPG B579 VPL P628 IGREX                                              |
|             |                          | NOPEK                             | PUGER P574 NOPEK                                                                |

| From      | Entering<br>Adjacent FIR           | Joining<br>Airways or<br>Waypoint | FPL Route                                         |
|-----------|------------------------------------|-----------------------------------|---------------------------------------------------|
| WMKA      | Destination<br>WSSS/ WSSL/<br>WIDD | ARAMA                             | GUTEB Y502 RINBA Y507 MAKNA Y511 TOPOR A464 ARAMA |
| WMKB      |                                    |                                   | BOGUK Y507 MAKNA Y511 TOPOR A464 ARAMA            |
| WMKI      |                                    |                                   | DUDAD DCT KAKAK Y507 MAKNA Y511 TOPOR A464 ARAMA  |
| WMKK      |                                    |                                   | RUSBU Y511 TOPOR A464 ARAMA                       |
| WMKL      |                                    |                                   | ISTEL Y503 RINBA Y507 MAKNA Y511 TOPOR A464 ARAMA |
| WMKM      |                                    |                                   | OGAKO A464 ARAMA                                  |
| WMKP      |                                    |                                   | BOGUK Y507 MAKNA Y511 TOPOR A464 ARAMA            |
| WMSA      |                                    |                                   | RUSBU Y511 TOPOR A464 ARAMA                       |
| WMGK      |                                    | NUFFA                             | VGK DCT LERKA Y514 NUFFA                          |
| WMKC      |                                    |                                   | DUBMU Y514 NUFFA                                  |
| WMKD      |                                    |                                   | VPK B469 NUFFA                                    |
| WMKE      |                                    |                                   | W533 VKN DCT VPK B469 NUFFA                       |
| WMKN      |                                    |                                   | LASOB Y346 LATER Y514 NUFFA                       |
| WMKC      | JAKARTA FIR                        | GOTLA                             | OPOMO W546 VPG G468 GOTLA                         |
|           |                                    | SALAX                             | RUPOS G466 VKL N633 SALAX                         |
| WMKI      |                                    | GOTLA                             | AGRES Y506 VPG G468 GOTLA                         |
| WMKJ      |                                    | PUGER                             | AROSO Y513 KALIL Y504 BILIK G582 PUGER            |
| WMKK      |                                    | PUGER                             | R461 PUGER                                        |
|           |                                    | SALAX                             | N633 SALAX                                        |
|           |                                    | SUKRI                             | MITOS M630 SUKRI                                  |
| WMKL      |                                    | GOTLA                             | RUVTO Y509 ANGUN G468 GOTLA                       |
|           |                                    | SUKRI                             | ISTEL Y503 RINBA Y507 MITOS M630 SUKRI            |
| WMKM      |                                    | DOSIK                             | R579 DOSIK                                        |
| WMKP/WMKB |                                    | GOTLA                             | MADUM DCT GUNIP G468 GOTLA                        |
|           |                                    | SUKRI                             | BOGUK Y507 MITOS M630 SUKRI                       |
| WMSA      |                                    | PUGER                             | R461 PUGER                                        |
|           | SALAX                              | N633 SALAX                        |                                                   |
|           | SUKRI                              | MITOS M630 SUKRI                  |                                                   |
| WMKC      | HO CHI MINH<br>FIR                 | IGARI                             | VENLI M765 IGARI                                  |
| WMKK/WMSA |                                    |                                   | PIBOS R208 IGARI                                  |
| WMKL      |                                    |                                   | ISTEL Y503 RINBA W546 VKB M765 IGARI              |
| WMKP      |                                    |                                   | BETNU W546 VKB M765 IGARI                         |

## 1.8.6.5 Flights Entering Kuala Lumpur FIR from Adjacent FIR

| From Adjacent FIR                | To          | From Airways or Waypoints | FPL Route                                                            |
|----------------------------------|-------------|---------------------------|----------------------------------------------------------------------|
| Departures from WSSS/ WSSL/ WIDD | WMGK        | VMR                       | B469 VPK M751 GUGIT DCT VGK                                          |
|                                  |             |                           | B469 VPK W540 GUGIT DCT VGK (FOR FL230 AND BELOW)                    |
|                                  | WMKA        | AROSO                     | AROSO Y513 KALIL Y504 BILIK Y506 VPG DCT OMBUL                       |
|                                  |             | A457                      | A457 VPG DCT OMBUL (FOR FL220 AND BELOW)                             |
|                                  | WMKB        | AROSO                     | AROSO Y513 KALIL Y504 BILIK Y506 GORVU DCT VBT                       |
|                                  |             | A457                      | A457 TEPUS Y506 GORVU DCT VBT (FOR FL220 AND BELOW)                  |
|                                  | WMKC        | VMR                       | B469 VPK M751 GUGIT                                                  |
|                                  |             |                           | B469 VPK W540 GUGIT (FOR FL230 AND BELOW)                            |
|                                  | WMKD        | VMR                       | B469 VPK DCT VKN                                                     |
|                                  | WMKE        | VMR                       | B469 VPK DCT VKN W533 VKP                                            |
|                                  | WMKI        | AROSO                     | AROSO Y513 KALIL Y504 BILIK Y506 TEPUS                               |
|                                  |             | A457                      | A457 TEPUS (FOR FL220 AND BELOW)                                     |
|                                  | WMKK        | A457                      | A457 GUPTA                                                           |
|                                  | WMKL        | AROSO                     | AROSO Y513 KALIL Y504 BILIK Y506 VPG W525 KAPKO                      |
|                                  |             | A457                      | A457 VPG W525 KAPKO (FOR FL220 AND BELOW)                            |
|                                  | WMKM        | A457                      | A457 GUPTA                                                           |
|                                  | WMKN / WMPR | VMR                       | B469 VPK M751 GUNBO                                                  |
|                                  |             |                           | B469 VPK W540 GUNBO (FOR FL230 AND BELOW)                            |
|                                  | WMKP        | AROSO                     | AROSO Y513 KALIL Y504 BILIK Y506 GORVU                               |
|                                  |             | A457                      | A457 TEPUS Y506 GORVU (FOR FL220 AND BELOW)                          |
|                                  | WMSA        | A457                      | A457 GUPTA                                                           |
| Beyond Singapore FIR             | WMKC        | VMR                       | B469 VPK M751 GUGIT                                                  |
|                                  |             | DOVOL                     | DOVOL L635 VPK M751 GUGIT                                            |
|                                  |             | IDSEL                     | IDSEL M758 VPK M751 GUGIT                                            |
|                                  |             | KETOD                     | KETOD M761 VPK M751 GUGIT                                            |
| Bangkok FIR                      | WMKI        | DALAN                     | DALAN B579 VPL W531 VILAT DCT SOTRO                                  |
| KARMI                            |             | KARMI A464 VIH            |                                                                      |
| Beyond Singapore FIR             |             | AROSO                     | Y339 AROSO Y513 KALIL Y504 BILIK Y506 TEPUS                          |
|                                  |             | GUMPU                     | GUMPU G579 VJB A457 TEPUS (FOR FL220 AND BELOW)                      |
| Jakarta FIR                      |             | GOTLA                     | GOTLA G468 VPG W530 MINOP                                            |
| Bangkok FIR                      | WMKJ        | DALAN                     | DALAN B579 VPL DCT ANBIK Y507 MAKNA Y511 TOPOR W534 EMTUV            |
|                                  |             | KARMI                     | KARMI Y507 MAKNA Y511 TOPOR W534 EMTUV                               |
|                                  |             | PASVA                     | PASVA Y514 NUFFA DCT BIKTA B469 VMR DCT ADLOV                        |
| Chennai FIR                      |             | EMRAN                     | EMRAN L510 GIVAL P628 VPL DCT ANBIK Y507 MAKNA Y511 TOPOR W534 EMTUV |
|                                  |             | ANOKO                     | ANOKO B466 GUNIP R467 VKL A464 TOPOR W534 EMTUV                      |
|                                  |             | IGOGU                     | IGOGU N571 GUNIP M630 NIREN Y511 TOPOR W534 EMTUV                    |

| From Adjacent FIR           | To   | From Airways or Waypoints                                | FPL Route                                                 |
|-----------------------------|------|----------------------------------------------------------|-----------------------------------------------------------|
| Jakarta FIR                 |      | PUGER                                                    | PUGER R461 VIDEX Y511 TOPOR W534 EMTUV                    |
|                             |      | SALAX                                                    | SALAX DCT TOPOR W534 EMTUV                                |
| Bangkok FIR                 | WMKK | DALAN                                                    | DALAN B579 VPL Y509 ANGUN Y508 NIREN                      |
|                             |      |                                                          | DALAN B579 VPL DCT ANBIK Y507 KAKAK                       |
|                             |      | KARMI                                                    | KARMI Y507 KAKAK                                          |
|                             |      |                                                          | KARMI Y508 NIREN                                          |
| PASVA                       |      | PASVA Y514 EMPUR G466 PULIP                              |                                                           |
| Beyond Singapore FIR        |      | DOVOL                                                    | DOVOL Y334 PADLI Y343 SAROX                               |
|                             |      | GUMPU                                                    | GUMPU G579 VJB A457 GUPTA                                 |
|                             |      | IDSEL                                                    | IDSEL Y335 PADLI Y343 SAROX                               |
|                             |      | KETOD                                                    | KETOD Y336 PADLI Y343 SAROX                               |
| TAXUL                       |      | TAXUL Y349 PULIP                                         |                                                           |
| Chennai FIR                 |      | ANOKO                                                    | ANOKO B466 GUNIP R467 VKL                                 |
|                             |      | EMRAN                                                    | EMRAN L510 GIVAL P628 VPL Y509 ANGUN Y508 NIREN           |
|                             |      |                                                          | EMRAN L510 GIVAL P628 VPL DCT ANBIK Y507 KAKAK            |
|                             |      | IGOGU                                                    | IGOGU N571 GUNIP Y347 KAKAK                               |
| IGOGU N571 GUNIP M630 NIREN |      |                                                          |                                                           |
| Jakarta FIR                 |      | PUGER                                                    | PUGER                                                     |
|                             |      | SALAX                                                    | SALAX                                                     |
| Ho Chi Minh FIR             |      | IGARI                                                    | IGARI R208 IKUKO DCT LASOB Y346 PULIP                     |
| Bangkok FIR                 | WMKL | DALAN                                                    | DALAN B579 VPL                                            |
|                             |      |                                                          | KARMI M757 VAS W541 SAGEL                                 |
| DOVOL                       |      | DOVOL L635 VPK G582 BILIK Y506 VPG W525 KAPKO            |                                                           |
| GUMPU                       |      | GUMPU G579 VJB A457 VPG W525 KAPKO (FOR FL220 AND BELOW) |                                                           |
|                             |      | IDSEL                                                    | IDSEL M758 VPK G582 BILIK Y506 VPG W525 KAPKO             |
| KETOD                       |      | KETOD M761 VPK G582 BILIK Y506 VPG W525 KAPKO            |                                                           |
| Chennai FIR                 |      | ANOKO                                                    | ANOKO B466 GUNIP G468 VPG W525 KAPKO                      |
|                             |      | EMRAN                                                    | EMRAN L510 GIVAL DCT AKRAB                                |
|                             |      | IGOGU                                                    | IGOGU N571 GUNIP G468 VPG W525 KAPKO                      |
| Jakarta FIR                 |      | GOTLA                                                    | GOTLA G468 VPG W525 KAPKO                                 |
| Ho Chi Minh FIR             |      | IGARI                                                    | IGARI M765 VKB W546 VPG W525 KAPKO                        |
| Bangkok FIR                 | WMKM | DALAN                                                    | DALAN B579 VPL DCT ANBIK Y507 VKL A464 DUMOK              |
|                             |      | KARMI                                                    | KARMI Y507 VKL A464 DUMOK                                 |
| Beyond Singapore FIR        |      | GUMPU                                                    | G579 VJB A457 GUPTA                                       |
|                             |      | Jakarta FIR                                              | DOSIK                                                     |
| PUGER                       |      |                                                          | PUGER R461 VKL A464 DUMOK                                 |
| Ho Chi Minh FIR             |      | IGARI                                                    | IGARI R208 IKUKO DCT LASOB Y346 PULIP G466 VKL A464 DUMOK |

| From Adjacent FIR    | To          | From Airways or Waypoints                       | FPL Route                                                 |
|----------------------|-------------|-------------------------------------------------|-----------------------------------------------------------|
| Bangkok FIR          | WMKP        | DALAN                                           | DALAN B579 VPL W525 OMBOK                                 |
|                      |             | KARMI                                           | KARMI M757 VAS DCT LUNTU                                  |
| Beyond Singapore FIR |             | AROSO                                           | Y339 AROSO Y513 KALIL Y504 BILIK Y506 GORVU               |
|                      |             | DOVOL                                           | DOVOL L635 VPK G582 BILIK Y506 GORVU                      |
|                      |             | GUMPU                                           | GUMPU G579 VJB A457 TEPUS Y506 GORVU (FOR FL220 AND BELOW |
|                      |             | IDSEL                                           | IDSEL M758 VPK DCT ATIMU Y506 GORVU                       |
|                      |             | KETOD                                           | KETOD M761 VPK DCT ATIMU Y506 GORVU                       |
| Chennai FIR          |             | ANOKO                                           | ANOKO B466 GUNIP DCT MADUM                                |
|                      |             | EMRAN                                           | EMRAN L510 GIVAL P628 VPL W525 KAPKO DCT OMBOK            |
|                      |             | IGOGU                                           | IGOGU N571 GUNIP DCT MADUM                                |
| Jakarta FIR          |             | GOTLA                                           | GOTLA G468 GUNIP DCT MADUM                                |
| Ho Chi Minh FIR      |             | IGARI                                           | IGARI M765 VKB W546 BETNU                                 |
| Bangkok FIR          | WMSA        | DALAN                                           | DALAN B579 VPL Y503 RINBA Y507 KAKAK                      |
|                      |             |                                                 | DALAN B579 VPL W531 VIH A464 DAKUS (FOR NON-RNAV FLIGHTS) |
|                      |             | KARMI                                           | KARMI Y507 KAKAK                                          |
|                      |             |                                                 | KARMI A464 DAKUS (FOR NON-RNAV FLIGHTS)                   |
| PASVA                |             | PASVA Y514 EMPUR G466 PULIP                     |                                                           |
| Beyond Singapore FIR |             | KIBOL                                           | KIBOL DCT VPK G582 PIBOS (FOR NON-RNAV FLIGHTS)           |
|                      |             | DOVOL                                           | DOVOL Y334 PADLI Y343 SAROX                               |
|                      |             | IDSEL                                           | IDSEL Y335 PADLI Y343 SAROX                               |
|                      |             | KETOD                                           | KETOD Y336 PADLI Y343 SAROX                               |
|                      |             | TAXUL                                           | TAXUL Y349 PULIP                                          |
|                      |             | GUMPU                                           | GUMPU G579 VJB A457 GUPTA                                 |
|                      |             | ANOKO                                           | ANOKO B466 GUNIP R467 GOBAS                               |
| Chennai FIR          | EMRAN       | EMRAN L510 GIVAL P628 VPL Y503 RINBA Y507 KAKAK |                                                           |
|                      | IGOGU       | IGOGU N571 GUNIP Y347 KAKAK                     |                                                           |
|                      | Jakarta FIR | PUGER                                           | PUGER G582 GOBAS                                          |
| SALAX                |             | N633                                            |                                                           |
| Ho Chi Minh FIR      | IGARI       | IGARI R208 IKUKO DCT LASOB Y346 PULIP           |                                                           |

#### 1.8.6.6 Flights Overflying Kuala Lumpur FIR

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

1.8.6.6.1.1 DROs are only applicable for aircraft filing Flight Levels (FL) listed in 1.8.6.6.1.4 equipped with RNP 2 and RVSM approved. Aircraft shall annotate their flight plan with the following:

| Descriptor (Item 10) | Item 18   | Description             |
|----------------------|-----------|-------------------------|
| W                    |           | RVSM-approved aircraft  |
| RNP2                 | NAV/RNP 2 | RNP 2 approved aircraft |

## AD 1.5 STATUS OF CERTIFICATION OF AERODROMES

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

| Aerodrome Name<br>Location Indicator | Date of<br>Certification | *Validity of<br>Certification | Remark |
|--------------------------------------|--------------------------|-------------------------------|--------|
| Lahad Datu<br>WBKD                   | 18 MAY 2025              | 31 MAY 2027                   | -      |
| Mukah Airport<br>WBGK                | 01 MAY 2026              | 30 APR 2029                   | -      |

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

**WMKA AD 2.22 FLIGHT PROCEDURES**

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

**WMKA AD 2.23 ADDITIONAL INFORMATION**

2.23.1. Bird Concentration In the vicinity of the airport

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

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

2.23.3. Holding areas for IFR implemented.

| NO. | HOLDING/FIX/WPT<br>COORDINATES                      | INDB TR<br>(°MAG) | Direction<br>of PTN | MAX IAS<br>(KTs) | MNM-MAX<br>HLDG LVL FL/FT<br>(MSL) | TIME (MIN)<br>DIST<br>OUBD |
|-----|-----------------------------------------------------|-------------------|---------------------|------------------|------------------------------------|----------------------------|
| 1   | OMKIK<br>RDL 267/D13 VAS<br>061023.91N 1001047.34E  | 087°              | L                   | 230              | 3500 FT                            | 1                          |
| 2   | BIDAL<br>RDL 285/7D VAS<br>061256.88N 1001703.52E   | 214°              | R                   | 230              | 2500 FT                            | 1                          |
| 3   | *PAYAR<br>RDL 223/D17 VAS<br>055836.77N 1001213.11E | 042°              | L                   | 240              | 2500 - 8000 FT                     | 1                          |

WMKA AD 2.24 CHARTS RELATED TO AN AERODROME

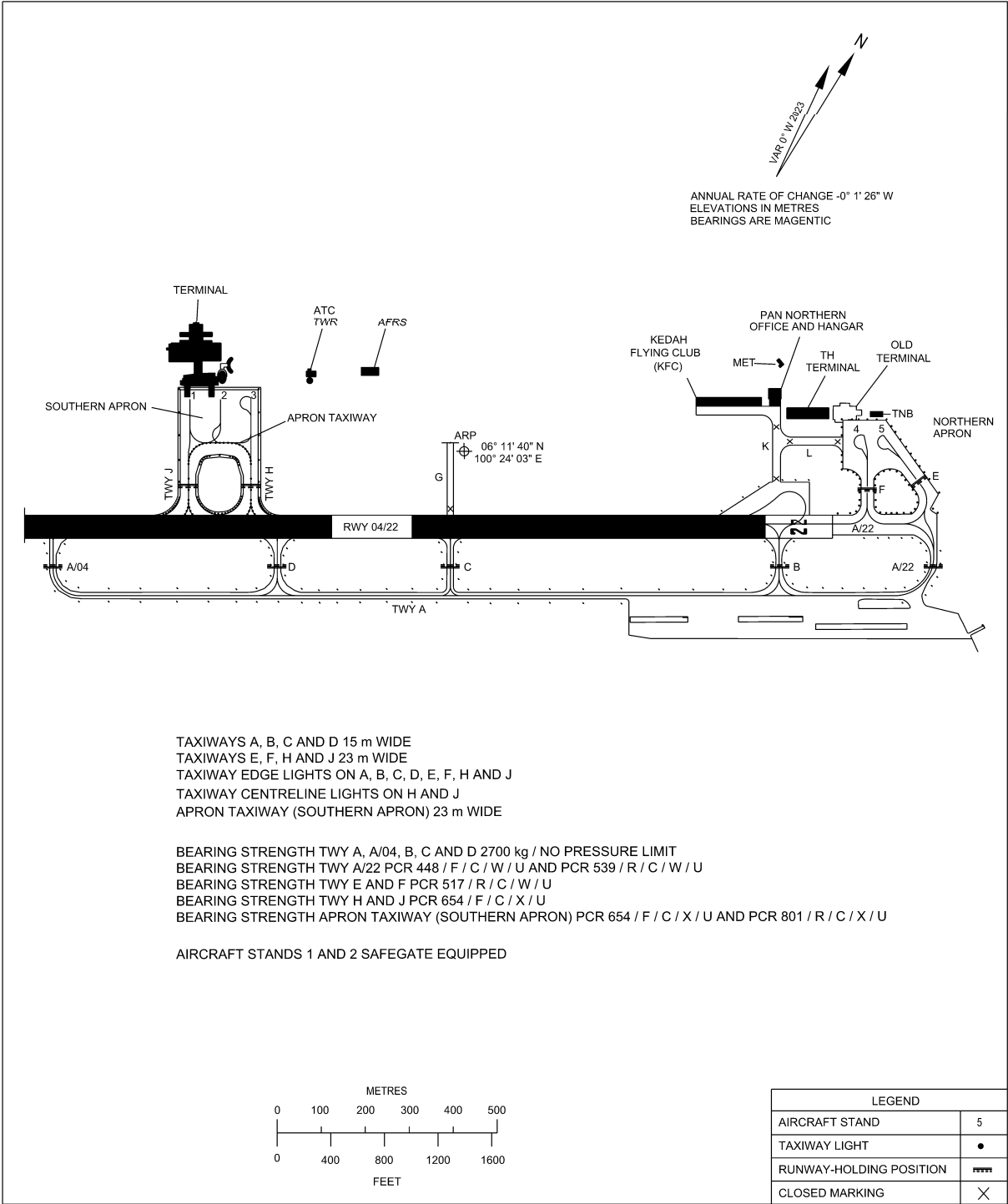
| Chart name                                                                                                                      | Page           |
|---------------------------------------------------------------------------------------------------------------------------------|----------------|
| AERODROME/HELIPORT CHART - ICAO                                                                                                 | AD 2-WMKA-2-1  |
| AIRCRAFT PARKING/DOCKING CHART - ICAO                                                                                           | AD 2-WMKA-2-3  |
| AIRCRAFT PARKING / DOCKING CHART - ICAO (TABULAR 1)                                                                             | AD 2-WMKA-2-4  |
| AERODROME GROUND MOVEMENT CHART - ICAO                                                                                          | AD 2-WMKA-2-5  |
| AERODROME OBSTACLE CHART - ICAO TYPE A                                                                                          | AD 2-WMKA-3-1  |
| ALOR STAR CONTROL ZONE AND HOLDING AREAS                                                                                        | AD 2-WMKA-4-1  |
| STANDARD DEPARTURE CHART - ICAO - RWY 22 TAMOS 1D RIGTO 1D DUBAX 1D SAGEL 1D GUTEB 1D OMBUL 1D AKMIS 1D                         | AD 2-WMKA-6-1  |
| STANDARD DEPARTURE CHART - ICAO - RWY 22 TAMOS 1D RIGTO 1D DUBAX 1D SAGEL 1D GUTEB 1D OMBUL 1D AKMIS 1D (TABULAR 1)             | AD 2-WMKA-6-2  |
| STANDARD DEPARTURE CHART - ICAO - RWY 22 RNAV (GNSS) TAMOS 1B RIGTO 1B DUBAX 1B SAGEL 1B GUTEB 1B OMBUL 1B AKMIS 1B             | AD 2-WMKA-6-3  |
| STANDARD DEPARTURE CHART - ICAO - RWY 22 RNAV (GNSS) TAMOS 1B RIGTO 1B DUBAX 1B SAGEL 1B GUTEB 1B OMBUL 1B AKMIS 1B (TABULAR 1) | AD 2-WMKA-6-4  |
| STANDARD DEPARTURE CHART - ICAO - RWY 22 RNAV (GNSS) TAMOS 1B RIGTO 1B DUBAX 1B SAGEL 1B GUTEB 1B OMBUL 1B AKMIS 1B (TABULAR 2) | AD 2-WMKA-6-5  |
| STANDARD ARRIVAL CHART - ICAO - RWY 04 VOR/DME ARC JERAI 1G TAMOS 1G MULOT 1G KARMI 1G                                          | AD 2-WMKA-7-1  |
| STANDARD ARRIVAL CHART - ICAO - RWY 04 VOR/DME ARC JERAI 1G TAMOS 1G MULOT 1G KARMI 1G (TABULAR 1)                              | AD 2-WMKA-7-2  |
| STANDARD ARRIVAL CHART - ICAO - RWY 04 RNAV (GNSS) PAYAR 1E JERAI 1E TAMOS 1E KARMI 1E MULOT 1E                                 | AD 2-WMKA-7-3  |
| STANDARD ARRIVAL CHART - ICAO - RWY 04 RNAV (GNSS) PAYAR 1E JERAI 1E TAMOS 1E KARMI 1E MULOT 1E (TABULAR 1)                     | AD 2-WMKA-7-4  |
| STANDARD ARRIVAL CHART - ICAO - RWY 04 RNAV (GNSS) PAYAR 1E JERAI 1E TAMOS 1E KARMI 1E MULOT 1E (TABULAR 2)                     | AD 2-WMKA-7-5  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 04 VOR Z (13 DME ARC)                                                                    | AD 2-WMKA-8-1  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 04 VOR Z (13 DME ARC) (TABULAR 1)                                                        | AD 2-WMKA-8-2  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 04 VOR Y (FROM OVERHEAD VAS VOR)                                                         | AD 2-WMKA-8-3  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 04 VOR Y (FROM OVERHEAD VAS VOR) (TABULAR 1)                                             | AD 2-WMKA-8-4  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 04 ILS Z OR LOC Z                                                                        | AD 2-WMKA-8-5  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 04 ILS Z OR LOC Z (TABULAR 1)                                                            | AD 2-WMKA-8-6  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 04 ILS Y OR LOC Y (FROM OVERHEAD VAS VOR)                                                | AD 2-WMKA-8-7  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 04 ILS Y OR LOC Y (FROM OVERHEAD VAS VOR) (TABULAR 1)                                    | AD 2-WMKA-8-8  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 04 RNP Z (AR)                                                                            | AD 2-WMKA-8-9  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 04 RNP Z (AR) (TABULAR 1)                                                                | AD 2-WMKA-8-10 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 04 (RNP) Z (AR) (TABULAR 2)                                                              | AD 2-WMKA-8-11 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 04 RNP Y                                                                                 | AD 2-WMKA-8-13 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 04 RNP Y (TABULAR 1)                                                                     | AD 2-WMKA-8-14 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 04 RNP Y (TABULAR 2)                                                                     | AD 2-WMKA-8-15 |

AIRCRAFT PARKING /  
DOCKING CHART - ICAO

APRON ELEV  
5 m

|          |        |
|----------|--------|
| TWR      | 122.30 |
| SMC      | 121.60 |
| ATIS     | 128.65 |
| TRAINING | 129.10 |

ALOR SETAR / SULTAN  
ABDUL HALIM AIRPORT



CHANGES: MOVE THE AIRCRAFT PARKING / DOCKING STAND POSITION TABLE TO THE NEXT PAGE

AIRCRAFT PARKING/  
DOCKING CHART - ICAO

APRON ELEV  
5 m

ALOR SETAR / SULTAN  
ABDUL HALIM AIRPORT

| AIRCRAFT PARKING / DOCKING STAND POSITION |                  |                    |                         |                        |
|-------------------------------------------|------------------|--------------------|-------------------------|------------------------|
| INS COORDINATES FOR AIRCRAFT STANDS       |                  | SURFACE & STRENGTH | AIRCRAFT TYPE           |                        |
| SOUTHERN APRON                            |                  |                    |                         |                        |
| 1                                         | 06° 11' 27.73" N | 100° 23' 45.48" E  | PCR 517 / R / C / X / U | B738, A320             |
| 2                                         | 06° 11' 29.36" N | 100° 23' 46.96" E  | PCR 801 / R / C / X / U | A333, B738, A320, A21N |
| 3                                         | 06° 11' 30.79" N | 100° 23' 48.45" E  | PCR 150 / R / C / X / U | AT75, AT76             |
| NORTHERN APRON                            |                  |                    |                         |                        |
| 4                                         | 06° 12' 03.64" N | 100° 24' 22.42" E  | PCR 539 / R / C / W / U | B738                   |
| 5                                         | 06° 12' 04.64" N | 100° 24' 23.90" E  | PCR 539 / R / C / W / U | B738                   |

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**WMKC AD 2.23 ADDITIONAL INFORMATION**

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

WMKC AD 2.24 CHARTS RELATED TO AN AERODROME

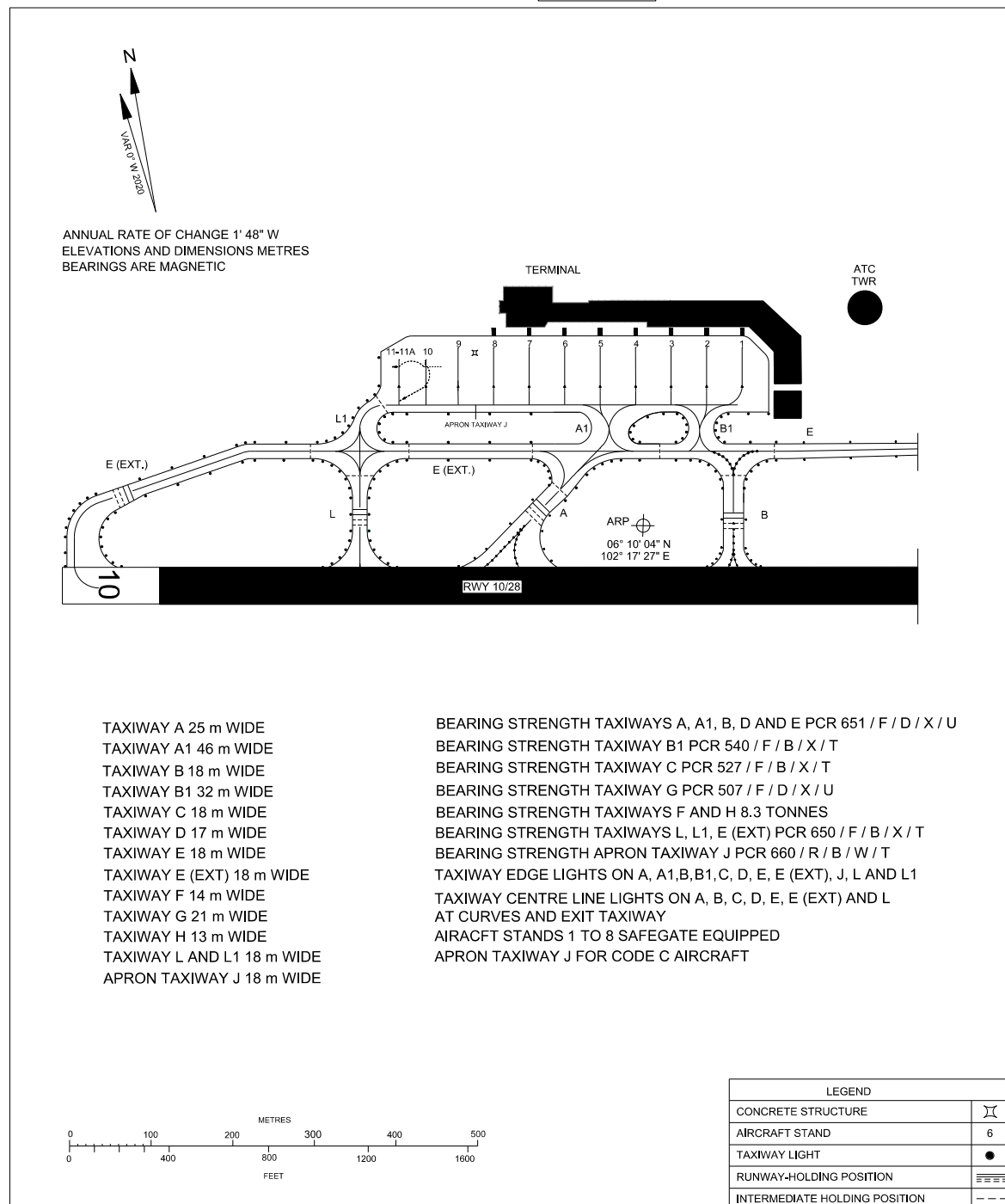
| Chart name                                                                                           | Page           |
|------------------------------------------------------------------------------------------------------|----------------|
| AERODROME/HELIPORT CHART - ICAO                       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

AIRCRAFT PARKING /  
DOCKING CHART - ICAO

APRON ELEV  
5 M

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

**KOTA BHARU /  
SULTAN ISMAIL PETRA AIRPORT**



**CHANGES:** MOVE THE AIRCRAFT PARKING DOCKING STAND POSITION TABLE TO THE NEXT PAGE

AIRCRAFT PARKING /  
DOCKING CHART - ICAO

APRON ELEV  
5 M

KOTA BHARU /  
SULTAN ISMAIL PETRA AIRPORT

| AIRCRAFT PARKING/DOCKING STAND POSITION |                                        |                |                         |                                              |
|-----------------------------------------|----------------------------------------|----------------|-------------------------|----------------------------------------------|
| BAY<br>NUMBER                           | INS COORDINATES FOR AIRCRAFT<br>STANDS |                | SURFACE & STRENGTH      | AIRCRAFT TYPE                                |
| 1                                       | 6°10'10.60"N                           | 102°17'33.63"E | PCR 643 / R / A / W / U | A20N/A21N , B38M/B738/B739, E290, AT75/AT76  |
| 2                                       | 6°10'10.83"N                           | 102°17'32.23"E | PCR 643 / R / A / W / U | A20N/A21N , B38M/B738/B739, E290, AT75/AT76  |
| 3                                       | 6°10'11.07"N                           | 102°17'30.84"E | PCR 643 / R / A / W / U | A20N/A21N , B38M/B738/B739                   |
| 4                                       | 6°10'11.31"N                           | 102°17'29.44"E | PCR 643 / R / A / W / U | A20N/A21N , B38M/B738/B739                   |
| 5                                       | 6°10'11.54"N                           | 102°17'28.05"E | PCR 643 / R / A / W / U | A20N/A21N , B38M/B738/B739                   |
| 6                                       | 6°10'11.79"N                           | 102°17'26.76"E | PCR 660 / R / B / W / T | A20N/A21N , B38M/B738/B739, E290             |
| 7                                       | 6°10'12.03"N                           | 102°17'25.36"E | PCR 660 / R / B / W / T | A20N/A21N , B38M/B738/B739, E290             |
| 8                                       | 6°10'12.27"N                           | 102°17'23.97"E | PCR 660 / R / B / W / T | A20N/A21N , B38M/B738/B739                   |
| 9                                       | 6°10'12.50"N                           | 102°17'22.57"E | PCR 660 / R / B / W / T | A20N/A21N , B36M/B738/B739 , AT75/AT76, E290 |
| 10                                      | 6°10'12.25"N                           | 102°17'21.23"E | PCR 660 / R / B / W / T | AT75/AT76                                    |
| 11                                      | 6°10'12.43"N                           | 102°17'20.17"E | PCR 660 / R / B / W / T | AT75/AT76                                    |
| 11A                                     | 6°10'11.95"N                           | 102°17'21.09"E | PCR 660 / R / B / W / T | B738/B739                                    |

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

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

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

- b) Arrestor Barrier:

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

- c) Arrestor Cable

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

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

**2.20.2 Arriving Aircraft Parking Arrangement**

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

**2.20.3 Taxiing Routes - Departure and Arrival**

- 2.20.3.1 Taxi routing for all commercial aircraft to and from the main apron shall be via Taxiway H only.

**WMKD AD 2.21 NOISE ABATEMENT PROCEDURES**

NIL

**WMKD AD 2.22 FLIGHT PROCEDURES**

NIL

**WMKD AD 2.23 ADDITIONAL INFORMATION****2.23.1 Bird Concentration In The Vicinity Of The Airport.**

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

**2.23.2 Release of Radio Sonde.**

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

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

- 2.23.4. No locked wheel turn allowed on the runway.

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

- i. Old building (034629.17N 1031228.04E)
- ii. Substation Northern Barrier (034711.14N 10312 8.93E)

iii. Distance to run marker board (DTRMB)

iv. Monsoon drain

2.23.6. Obstacles present (netting barrier bunkers) are situated within the Runway End Safety Area (RESA) for both Runway 18 and Runway 36. Pilot to exercise caution during landing and take-off.

2.23.7. The spacing of runway edge lights are not uniformly spaced and the distance between lights are within 60 m.

2.23.8. Due to only one taxiway accessible to the runway from the apron and vice versa, departing aircraft are required to hold at apron to facilitate landing aircraft taxiing in.

**WMKE AD 2.20 LOCAL TRAFFIC REGULATIONS**

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

**WMKE AD 2.21 NOISE ABATEMENT PROCEDURES**

NIL

**WMKE AD 2.22 FLIGHT PROCEDURES**

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

**2.22.1 Visibility Condition And Aerodrome Operating Minima**

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

Visibility Condition 1 -

\*Horizontal visibility sufficient for pilot to taxi and to avoid 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.

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

**WMKE AD 2.23 ADDITIONAL INFORMATION****2.23.1 Bird Concentration In The Vicinity Of The Airport.**

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

**2.23.1.2 ARRIVAL ROUTES/GATES FOR HELICOPTER**

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

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

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

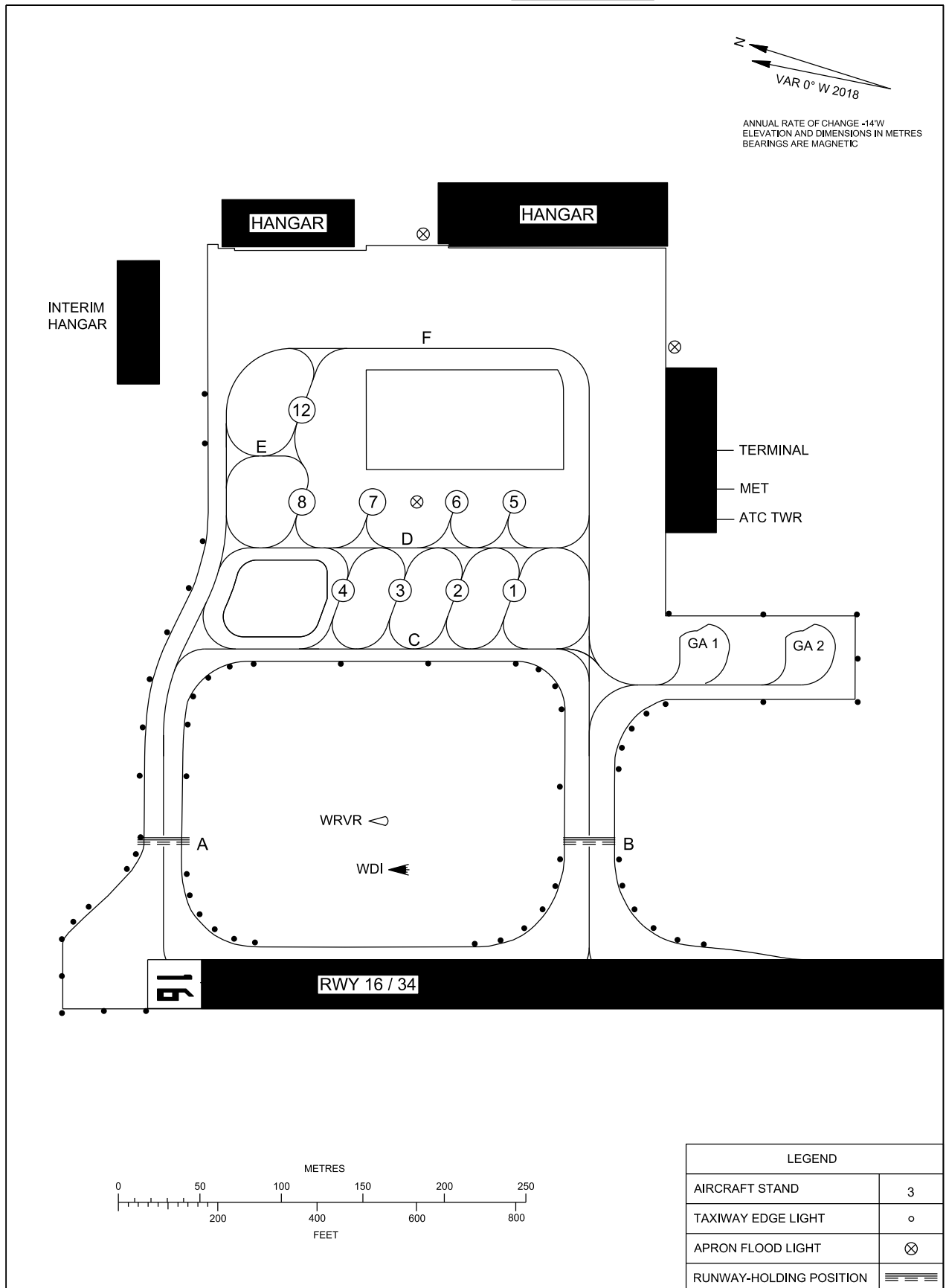
WMKE AD 2.24 CHARTS RELATED TO AN AERODROME

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

## AIRCRAFT PARKING / DOCKING CHART - ICAO

APRON ELEV  
4 m

|           |        |
|-----------|--------|
| SMC       | 121.80 |
| TWR / APP | 123.30 |
| ATIS      | 258.50 |
| ATIS      | 128.25 |

KERTEH /  
KERTEH AIRPORT

**CHANGES:** MOVE THE BAY INFORMATION TABLE TO THE NEXT PAGE

AIRCRAFT PARKING /  
DOCKING CHART - ICAO

APRON ELEV  
4 m

KERTEH /  
KERTEH AIRPORT

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

- 2.20.4.2 When Bay 1A, Bay 1B, Bay H1 is occupied, no aircraft is allowed to be parked at Bay 1 and vice verse
- 2.20.4.3 No simultaneous aircraft movement is allowed either power-in, push back and power-out at the main apron
- 2.20.4.4 Taxiing -in and taxiing-out for helicopter operation to / from Bay H1 is allowed via Taxiway A only

**WMKI AD 2.21 NOISE ABATEMENT PROCEDURES**

NIL

**WMKI AD 2.22 FLIGHT PROCEDURES****2.22.1 DME Arrival Procedures For Ipoh / Sultan Azlan Shah Airport**

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

**2.22.2 Procedures For VFR Flights Within Ipoh CTR**

## a) Arrivals and Departures

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

## b) Transiting Flights

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

**WMKI AD 2.23 ADDITIONAL INFORMATION**

- 2.23.1. Pilot to exercise caution on birds concentration area in the vicinity of approach Runway 04.
- 2.23.2. All aircraft are not allowed to make locked wheel turn on the runway.
- 2.23.3. Pilot to exercise caution on the objects within runway strips as follows:
- Old Bunker between Taxiway C and Taxiway D. 127m from runway centerline.(043359.97N 1010532.82E)
  - Water well nearby Taxiway A. 100m from runway centerline (043424.37N 1010553.25E)
  - Water well between Taxiway B and Taxiway C. 106m from runway centerline (043412.77N 1010543.22E)
  - Drainage on the right hand side of runway 04 towards runway 22. 100m from runway centerline
- No vehicle movement is allowed during aircraft take-off and landing.
- 2.23.4. Portions of the service road are located within taxiway strips at Taxiway A. No vehicle movement is allowed during aircraft taxiing.
- 2.23.5. The runway turn pad at Runway 04 and Runway 22 are not provided with a shoulder.
- 2.23.6. Obstacles present (i.e. perimeter road and fencing) within the Runway End Safety Area (RESA) of Runway 04.
- 2.23.7. Mixed operations of helicopters and fixed-wing aircraft at main apron.

WMKI AD 2.24 CHARTS RELATED TO AN AERODROME

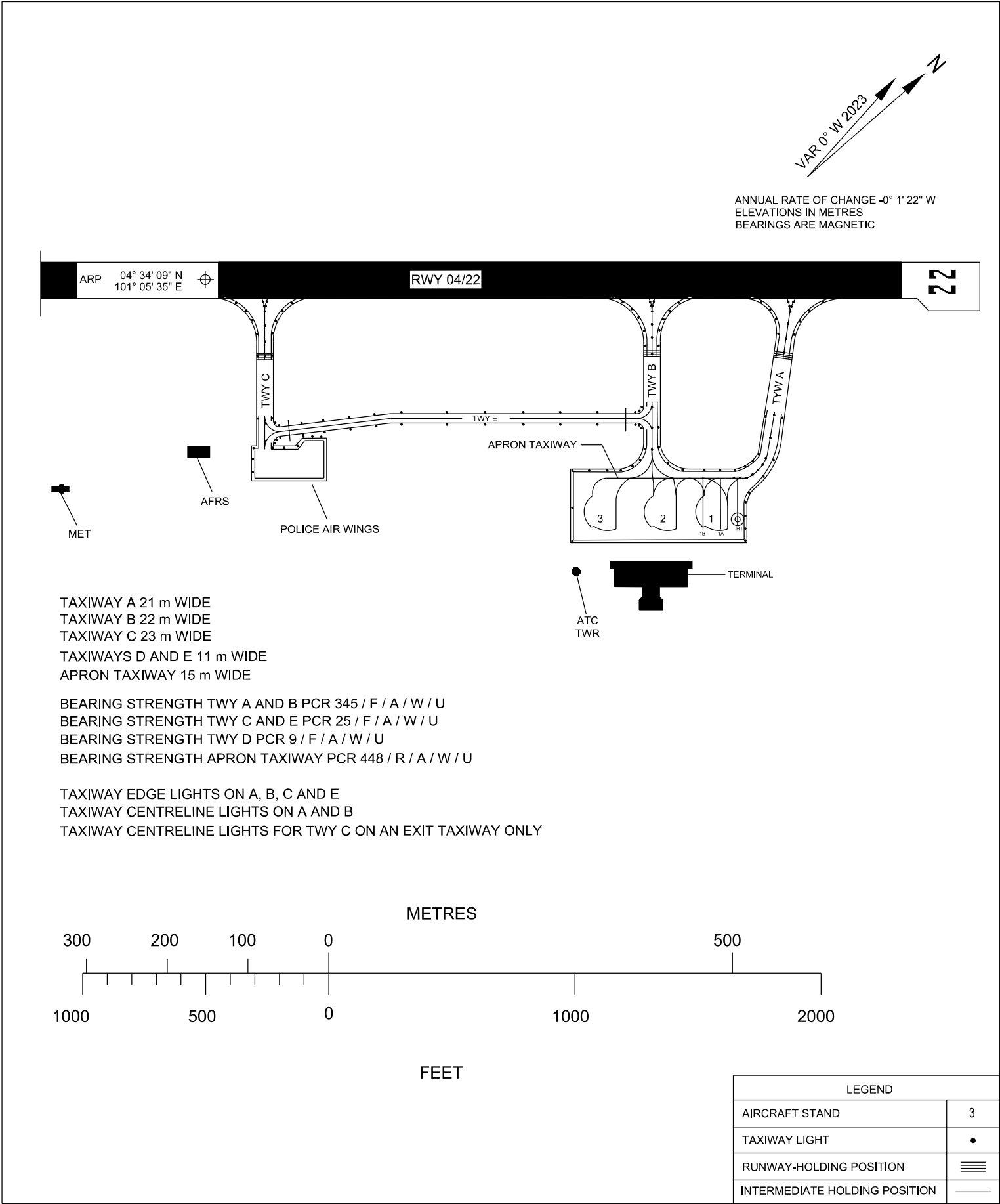
| Chart name                                                                                                                | Page           |
|---------------------------------------------------------------------------------------------------------------------------|----------------|
| AERODROME/HELIPORT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

AIRCRAFT PARKING /  
DOCKING CHART - ICAO

APRON ELEV  
55 m

|      |        |
|------|--------|
| TWR  | 122.1  |
| SMC  | 121.6  |
| ATIS | 127.05 |

IPOH / SULTAN  
AZLAN SHAH AIRPORT



CHANGES: MOVE THE AIRCRAFT PARKING DOCKING STAND POSITION TABLE TO THE NEXT PAGE

AIRCRAFT PARKING /  
DOCKING CHART - ICAO

APRON ELEV  
55 m

IPOH / SULTAN  
AZLAN SHAH AIRPORT

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

## WMKJ AD 2.22 FLIGHT PROCEDURES

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

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

## WMKJ AD 2.23 ADDITIONAL INFORMATION

## 2.23.1 Bird Concentration In The Vicinity Of The Airport

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

WMKJ AD 2.24 CHARTS RELATED TO AN AERODROME

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

| Chart name                                                       | Page           |
|------------------------------------------------------------------|----------------|
| INSTRUMENT APPROACH CHART - ICAO - RWY 16 RNP Y (TABULAR 1)      | AD 2-WMKJ-8-18 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 16 RNP Y (TABULAR 2)      | AD 2-WMKJ-8-19 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 16 RNP X                  | AD 2-WMKJ-8-21 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 16 RNP X (TABULAR 1)      | AD 2-WMKJ-8-22 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 16 RNP X (TABULAR 2)      | AD 2-WMKJ-8-23 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 16 RNP Z (AR)             | AD 2-WMKJ-8-25 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 16 RNP Z (AR) (TABULAR 1) | AD 2-WMKJ-8-26 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 16 RNP Z (AR) (TABULAR 2) | AD 2-WMKJ-8-27 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 34 RNP Z (AR)             | AD 2-WMKJ-8-29 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 34 RNP Z (AR) (TABULAR 1) | AD 2-WMKJ-8-30 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 34 RNP Z (AR) (TABULAR 2) | AD 2-WMKJ-8-31 |

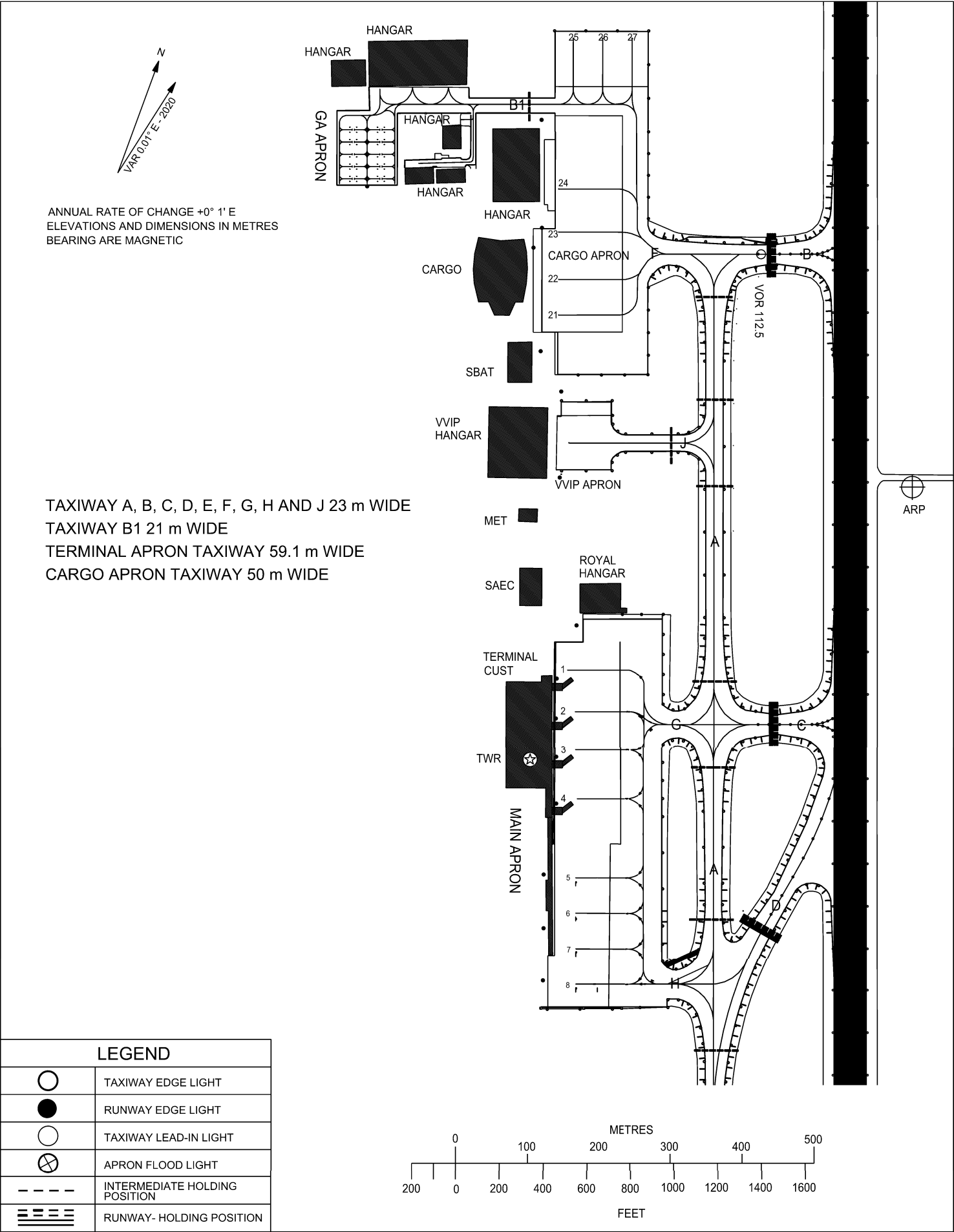
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AERODROME PARKING / DOCKING  
CHART - ICAO

APRON ELEV  
40 m

|      |        |
|------|--------|
| SMC  | 121.80 |
| TWR  | 118.15 |
| APP  | 124.70 |
|      | 121.05 |
| ATIS | 123.05 |

JOHOR BAHRU /  
SENAI INTERNATIONAL  
AIRPORT



CHANGES: MOVE THE AIRCRAFT PARKING / DOCKING STAND POSITION TABLE TO THE NEXT PAGE

**AERODROME PARKING / DOCKING  
CHART - ICAO**

APRON ELEV  
40 m

**JOHOR BAHRU /  
SENAI INTERNATIONAL  
AIRPORT**

| AIRCRAFT PARKING / DOCKING STAND POSITION |                                    |                      |                          |                                                                                              |
|-------------------------------------------|------------------------------------|----------------------|--------------------------|----------------------------------------------------------------------------------------------|
| BAY NUMBER                                | INS COORDINATES FOR AIRCRAFT STAND | SURFACE TYPE         | BEARING STRENGTH         | AIRCRAFT TYPE                                                                                |
| 1                                         | 01°38'12.97" N<br>103°40'01.04" E  | RIGID/<br>CONCRETE   | PCR 1260 / R / A / W / T | B744, A359, A346, A358, B773,<br>A333, A343, B789, B772, B763<br>B39M, A21N, AT76 OR SMALLER |
| 2                                         | 01°38'11.33" N<br>103°40'02.02" E  | RIGID/<br>CONCRETE   | PCR 1230 / R / A / W / T | B39M, A21N, AT76 OR SMALLER                                                                  |
| 3                                         | 01°38'09.69" N<br>103°40'02.61" E  | RIGID/<br>CONCRETE   | PCR 1630 / R / A / W / T | B39M, A21N, AT76 OR SMALLER                                                                  |
| 4                                         | 01°38'07.62" N<br>103°40'03.44" E  | RIGID/<br>CONCRETE   | PCR 1450 / R / A / W / T | A333, B39M, A21N, AT76<br>OR SMALLER                                                         |
| 5                                         | 01°38'04.24" N<br>103°40'04.60" E  | FLEXIBLE/<br>ASPHALT | PCR 1030 / F / B / X / T | B39M, A21N, AT76 OR SMALLER                                                                  |
| 6                                         | 01°38'02.74" N<br>103°40'05.15" E  | FLEXIBLE/<br>ASPHALT | PCR 780 / F / B / X / T  | B39M, A21N, AT76 OR SMALLER                                                                  |
| 7                                         | 01°38'01.22" N<br>103°40'05.71" E  | FLEXIBLE/<br>ASPHALT | PCR 1150 / F / B / X / T | B39M, A21N, AT76 OR SMALLER                                                                  |
| 8                                         | 01°37'59.68" N<br>103°40'06.27" E  | RIGID/<br>CONCRETE   | PCR 1630 / R / A / W / T | B39M, A21N, AT76 OR SMALLER                                                                  |
| 21                                        | 01°38'27.96" N<br>103°39'55.17" E  | RIGID/<br>CONCRETE   | PCR 580 / R / A / W / T  | B39M, A21N, AT76 OR SMALLER                                                                  |
| 22                                        | 01°38'29.48" N<br>103°39'54.62" E  | RIGID/<br>CONCRETE   | PCR 560 / R / A / W / T  | B39M, A21N, AT76 OR SMALLER                                                                  |
| 23                                        | 01°38'31.50" N<br>103°39'53.89" E  | RIGID/<br>CONCRETE   | PCR 560 / R / A / W / T  | B744, B39M, A21N OR SMALLER                                                                  |
| 24                                        | 01°38'33.34" N<br>103°39'53.22" E  | RIGID/<br>CONCRETE   | PCR 600 / R / A / W / T  | B39M, A21N OR SMALLER                                                                        |
| 25                                        | 01°38'39.98" N<br>103°39'51.50" E  | RIGID/<br>CONCRETE   | PCR 630 / R / A / W / T  | B39M, A21N OR SMALLER                                                                        |
| 26                                        | 01°38'40.44" N<br>103°39'52.75" E  | RIGID/<br>CONCRETE   | PCR 630 / R / A / W / T  | B39M, A21N OR SMALLER                                                                        |
| 27                                        | 01°38'40.90" N<br>103°39'53.99" E  | RIGID/<br>CONCRETE   | PCR 560 / R / A / W / T  | B39M, A21N OR SMALLER                                                                        |
| VVIP<br>APRON                             | 01°38'22.67" N<br>103°39'57.59" E  | RIGID/<br>CONCRETE   | PCR 690 / R / A / W / T  | B738 OR SMALLER                                                                              |
| GA<br>APRON                               | 01°38'32.06" N<br>103°39'44.49" E  | FLEXIBLE/<br>ASPHALT | PCR 120 / F / C / X / T  | PC-12 OR SMALLER                                                                             |

**2.20.1.2 Circling**

2.20.1.2.1 Circling is prohibited except for Category 'A' and Category 'B' ACFT to west of airfield above 750 FT.

**2.20.1.3 Circuit Pattern**

2.20.1.3.1 Circuit Pattern

- RWY 03 Left-hand circuit
- RWY 21 Right-hand circuit

2.20.1.3.2 Circuit height

Heavy / Medium - 1500 FT  
Light aircraft - 1000 FT  
Ultralight - 800 FT  
Low level - 500 FT

2.20.1.4 Rock Blasting activities within 1 NM radius of 062500N 0994530E (500 M west of Kedah Cement Quarry). Pilots advised to avoid this area during period of activity.

2.20.1.5 Chimney flame discharge at irregular interval at 062510N 0994600E (Kedah Cement Quarry). Pilots to exercise caution.

2.20.1.6 Due to close proximity between Berjaya Resorts Helipad and cable car ops from Oriental Village (062220N 0994015E) to Gunung Machincang, helicopters landing Berjaya Resorts Helipad to approach from the sea and to depart heading towards the sea before setting course.

2.20.1.7 All aircraft to keep clear 1.5 NM away from coordinate 0624N 09940E (cable car area at Gunung Machinchang).

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

**WMKL AD 2.21 NOISE ABATEMENT PROCEDURES**

NIL

**WMKL AD 2.22 FLIGHT PROCEDURES**

2.22.1. After Airborne, on passing 2500 FT, pilot to contact Langkawi Radar on 119.4 MHZ or as instructed by the controller.

**WMKL AD 2.23 ADDITIONAL INFORMATION**

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

2.23.2. Pilot to exercise caution on the aerodrome non-conforming issues as follows:

1. Portions of the perimeter/security fencing is located within runway strips and protruding transitional surface slope.
2. Portions of the perimeter road and public road are located within runway strips.

2.23.3. Taxiway edge lights on runway turn pads are not uniformly spaced and intervals more than 30 M.

2.23.4. Taxiway edge lights on Taxiway A, Taxiway B and Taxiway C are not uniformly spaced and intervals within 60 m.

**2.23.5 Kite Flying in the Vicinity of the Aerodrome**

2.23.5.1 Kites flying around the aerodrome. Pilots to exercise extreme caution especially at base leg, downwind and finals.

WMKL AD 2.24 CHARTS RELATED TO AN AERODROME

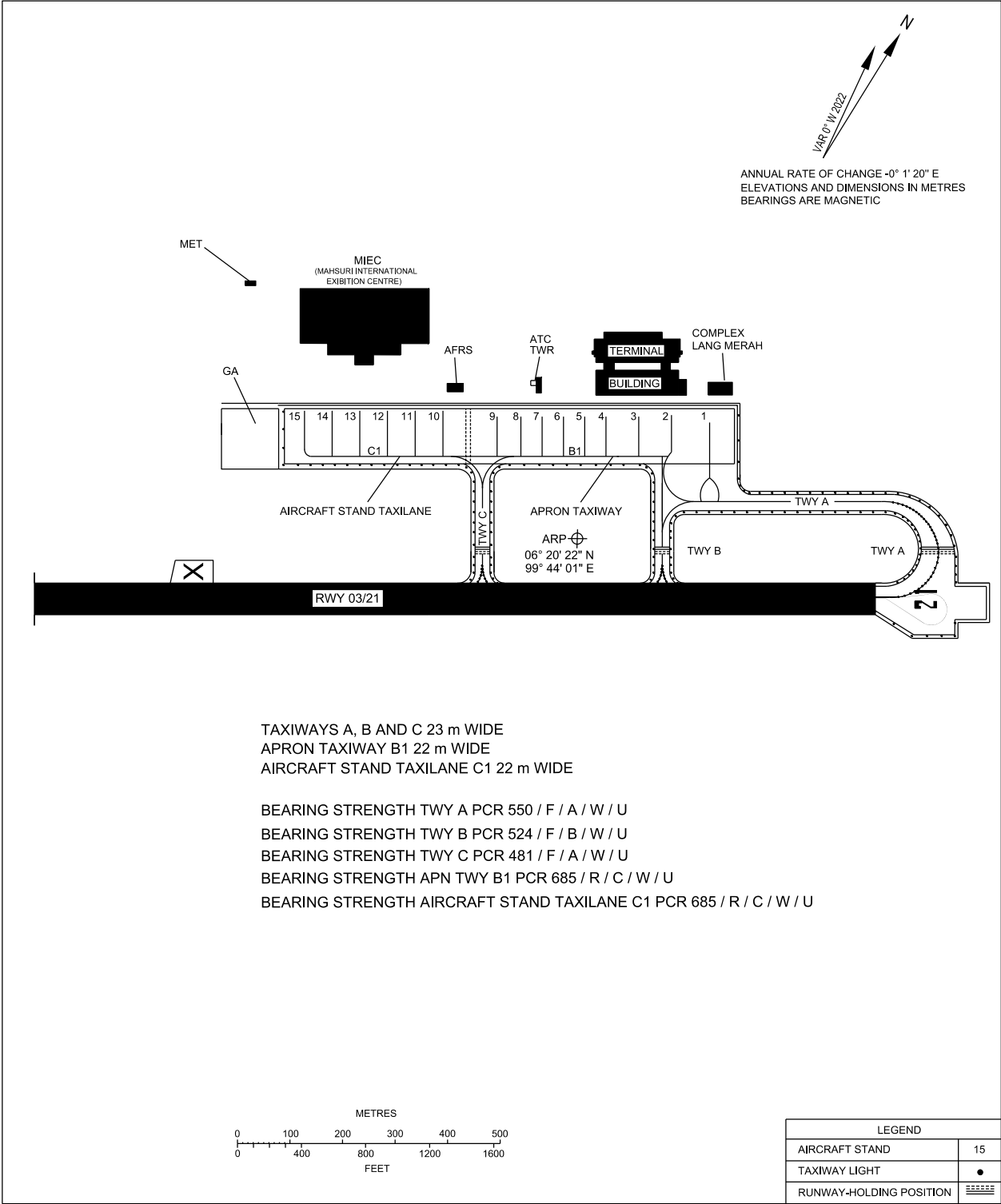
| Chart name                                                                                                                  | Page           |
|-----------------------------------------------------------------------------------------------------------------------------|----------------|
| AERODROME/HELIPORT CHART - ICAO                                                                                             | AD 2-WMKL-2-1  |
| AIRCRAFT PARKING/DOCKING CHART - ICAO                                                                                       | AD 2-WMKL-2-3  |
| AIRCRAFT PARKING/DOCKING CHART - ICAO TABULAR 1                                                                             | AD 2-WMKL-2-4  |
| AERODROME GROUND MOVEMENT CHART - ICAO                                                                                      | AD 2-WMKL-2-5  |
| AERODROME OBSTACLE CHART - ICAO - TYPE A                                                                                    | AD 2-WMKL-3-1  |
| LANGKAWI CONTROL ZONE AND HOLDING AREAS                                                                                     | AD 2-WMKL-4-1  |
| ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO                                                                              | AD 2-WMKL-4-3  |
| STANDARD DEPARTURE CHART - ICAO - RADAR DEPARTURE                                                                           | AD 2-WMKL-6-1  |
| STANDARD DEPARTURE CHART - ICAO - RWY 21 KAPKO 1D AKRAB 1D ANDOK 1D MULOT 1D RUVTO 1D ISTE 1D                               | AD 2-WMKL-6-3  |
| STANDARD DEPARTURE CHART - ICAO - RWY 21 KAPKO 1D AKRAB 1D ANDOK 1D MULOT 1D RUVTO 1D ISTE 1D (TABULAR 1)                   | AD 2-WMKL-6-4  |
| STANDARD DEPARTURE CHART - ICAO - RWY 21 RNAV (GNSS) RWY21 RUVTO 1B AKRAB 1B ANDOK 1B ISTE 1B MULOT 1B KAPKO 1B             | AD 2-WMKL-6-5  |
| STANDARD DEPARTURE CHART - ICAO - RWY 21 RNAV (GNSS) RWY21 RUVTO 1B AKRAB 1B ANDOK 1B ISTE 1B MULOT 1B KAPKO 1B (TABULAR 1) | AD 2-WMKL-6-6  |
| STANDARD DEPARTURE CHART - ICAO - RWY 21 RNAV (GNSS) RWY21 RUVTO 1B AKRAB 1B ANDOK 1B ISTE 1B MULOT 1B KAPKO 1B (TABULAR 2) | AD 2-WMKL-6-7  |
| STANDARD ARRIVAL CHART - ICAO - RWY 03 ARRIVAL (15 DME ARC) SAGEL 1G KAPKO 1G VPL 1G AKRAB 1G                               | AD 2-WMKL-7-1  |
| STANDARD ARRIVAL CHART - ICAO - RWY 03 ARRIVAL (15 DME ARC) SAGEL 1G KAPKO 1G VPL 1G AKRAB 1G (TABULAR 1)                   | AD 2-WMKL-7-2  |
| STANDARD ARRIVAL CHART - ICAO - RWY 03 RNAV (GNSS) DAKOV 1E AKRAB 1E KAPKO 1E DALAN 1E VPL 1E                               | AD 2-WMKL-7-3  |
| STANDARD ARRIVAL CHART - ICAO - RWY 03 RNAV (GNSS) DAKOV 1E AKRAB 1E KAPKO 1E DALAN 1E VPL 1E (TABULAR 1)                   | AD 2-WMKL-7-4  |
| STANDARD ARRIVAL CHART - ICAO - RWY 03 RNAV (GNSS) DAKOV 1E AKRAB 1E KAPKO 1E DALAN 1E VPL 1E (TABULAR 2)                   | AD 2-WMKL-7-5  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 03 ILS Z OR LOC Z                                                                    | AD 2-WMKL-8-1  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 03 ILS Z OR LOC Z (TABULAR 1)                                                        | AD 2-WMKL-8-2  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 03 ILS Y OR LOC Y CAT A_B ONLY                                                       | AD 2-WMKL-8-3  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 03 ILS Y OR LOC Y CAT A_B ONLY (TABULAR 1)                                           | AD 2-WMKL-8-4  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 03 VOR Z 15 DME ARC                                                                  | AD 2-WMKL-8-5  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 03 VOR Z 15 DME ARC (TABULAR 1)                                                      | AD 2-WMKL-8-6  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 03 VOR Y CAT A_B ONLY                                                                | AD 2-WMKL-8-7  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 03 VOR Y CAT A_B ONLY (TABULAR 1)                                                    | AD 2-WMKL-8-8  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 03 RNP Z (AR)                                                                        | AD 2-WMKL-8-9  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 03 RNP Z (AR) (TABULAR 1)                                                            | AD 2-WMKL-8-10 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 03 RNP Y                                                                             | AD 2-WMKL-8-11 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 03 RNP Y (TABULAR 1)                                                                 | AD 2-WMKL-8-12 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 03 RNP Y (TABULAR 2)                                                                 | AD 2-WMKL-8-13 |

AIRCRAFT PARKING /  
DOCKING CHART - ICAO

APRON ELEV  
9 m

|      |             |
|------|-------------|
| APP  | 119.4,121.5 |
| TWR  | 118.5       |
| SMC  | 121.8       |
| ATIS | 128.2       |

LANGKAWI / LANGKAWI  
INTERNATIONAL AIRPORT



AIRCRAFT PARKING /  
DOCKING CHART - ICAO

APRON ELEV  
9 m

LANGKAWI / LANGKAWI  
INTERNATIONAL AIRPORT

| AIRCRAFT PARKING / DOCKING STAND POSITION |              |               |                         |                                                        |
|-------------------------------------------|--------------|---------------|-------------------------|--------------------------------------------------------|
| INS COORDINATES FOR AIRCRAFT STANDS       |              |               | SURFACE & STRENGTH      | AIRCRAFT TYPE                                          |
| 1                                         | 6°20'32.08"N | 99°44'0.07"E  | PCR 873 / R / C / W / U | B744, A333, B788, B738, B38M, A320<br>A21N, AT75, AT76 |
| 2                                         | 6°20'30.50"N | 99°43'58.95"E | PCR 685 / R / C / W / U | B738, B38M, A320, A21N, AT75, AT76                     |
| 3                                         | 6°20'28.71"N | 99°43'57.73"E | PCR 685 / R / C / W / U | B738, B38M, A320, A21N, AT75, AT76                     |
| 4                                         | 6°20'26.93"N | 99°43'56.51"E | PCR 685 / R / C / W / U | B738, B38M, A320, A21N, AT75, AT76                     |
| 5                                         | 6°20'25.84"N | 99°43'55.77"E | PCR 685 / R / C / W / U | B738, B38M, A320, A21N, AT75, AT76                     |
| 6                                         | 6°20'24.75"N | 99°43'55.03"E | PCR 685 / R / C / W / U | B738, B38M, A320, A21N, AT75, AT76                     |
| 7                                         | 6°20'23.67"N | 99°43'54.28"E | PCR 685 / R / C / W / U | B738, B38M, A320, A21N, AT75, AT76                     |
| 8                                         | 6°20'22.58"N | 99°43'53.54"E | PCR 685 / R / C / W / U | B738, B38M, A320, A21N, AT75, AT76                     |
| 9                                         | 6°20'21.37"N | 99°43'52.71"E | PCR 685 / R / C / W / U | B738, B38M, A320, A21N, AT75, AT76                     |
| 10                                        | 6°20'18.66"N | 99°43'50.78"E | PCR 685 / R / C / W / U | B738, B38M, A320, A21N, AT75, AT76                     |
| 11                                        | 6°20'17.21"N | 99°43'49.87"E | PCR 685 / R / C / W / U | B738, B38M, A320, A21N, AT75, AT76                     |
| 12                                        | 6°20'15.80"N | 99°43'48.91"E | PCR 685 / R / C / W / U | B738, B38M, A320, A21N, AT75, AT76                     |
| 13                                        | 6°20'14.40"N | 99°43'47.94"E | PCR 685 / R / C / W / U | B738, B38M, A320, A21N, AT75, AT76                     |
| 14                                        | 6°20'12.99"N | 99°43'46.98"E | PCR 685 / R / C / W / U | B738, B38M, A320, A21N, AT75, AT76                     |
| 15                                        | 6°20'11.58"N | 99°43'46.01"E | PCR 685 / R / C / W / U | B738, B38M, A320, A21N, AT75, AT76                     |

- only.
- 2.20.3.4 No simultaneous aircraft movement are allowed between Bay 1, Bay 1A and Bay 2
- 2.20.3.5 Arriving scheduled aircraft or non-scheduled aircraft will be allocated a parking stand / bay number prepared by Operations Unit of Malaysia Airports.
- 2.20.3.6 Upon entering the main apron, pilot shall look-out for marshaller (if required) to guide aircraft to the assigned parking stand.
- 2.20.3.7 All type of aircraft taxiing out from the main apron and Holding Bay B shall taxi on minimum power until they are established to the runway.
- 2.20.4 Arriving Aircraft Parking Arrangement at General Aviation (GA) Apron**
- 2.20.4.1 Parking at the GA apron.
- a) Bays R1, R2, R3 and R4 - Power in and power out mode.
- 2.20.4.2 No simultaneous aircraft movements are allowed between Bays R1, R2, R3 and R4.
- 2.20.4.3 Aircraft operators shall make their own arrangement if marshalling service is required.
- 2.20.4.4 No aircraft movement is allowed at Bays R1, R2, R3, R4 when aircraft are pushed back from Bay 1A to aircraft stand taxilane A1 and vice versa.
- 2.20.5 Arriving Aircraft Arrangement at Holding Bay B**
- 2.20.5.1 Turbo propeller aircrafts C130 and below are allowed to hold at Holding Bay B with proper coordination and arrangement with the ATC and the Operations Unit of Malaysia Airports.
- 2.20.5.2 The aircraft shall hold at the runway holding position marking and the engine shall not be turned off.
- 2.20.6 Helipad**
- 2.20.6.1 Helipad - not available. Pilot to follow ATC instructions for parking bay prepared by Operations Unit of Malaysia Airports.
- 2.20.7 Removal of Aircraft.**
- 2.20.7.1 Removal of a disabled aircraft is the responsibility of the aircraft owner or aircraft ground handler or airport operator. In the case of a reportable accident, the permission of the Chief Inspector, Air Accidents Investigation Bureau (AAIB), Ministry of Transport is required prior to the removal.

**WMKM AD 2.21 NOISE ABATEMENT PROCEDURES**

NIL

**WMKM AD 2.22 FLIGHT PROCEDURES****2.22.1 PROCEDURES FOR VFR FLIGHTS WITHIN MALACCA CONTROL ZONE**

- 2.22.1.1 All VFR flights shall be conducted in accordance with the visual flight rules and obtain ATC clearance.
- 2.22.1.2 Two way radio communication shall be established and maintained on the appropriate frequency.
- 2.22.1.3 All aircraft operating over the coastline must not fly less than 1000FT over a stretch from Terendak Camp until Petronas oil refinery plant in Sungei Udang and to avoid flying directly overhead these two areas.

**WMKM AD 2.23 ADDITIONAL INFORMATION**

- 2.23.1. Due to only one main taxiway accessible to the runway from the main apron / general aviation (GA) and vice versa, departing aircraft may be required to either hold at main/general aviation apron to facilitate landing aircraft taxiing in.
- 2.23.2. Pilots to exercise caution:
- a) Bird concentration in vicinity of airport
- b) Kites flying within 5KM radius of airport.
- 2.23.3. All aircraft are not allowed to make locked wheel turns on the runway. Aircraft to back track on runway turn pad.
- 2.23.4. Cranes erected within 2NM radius of Malacca aerodrome. Pilot to exercise caution during take off and landing from surface to 100 feet AMSL.

WMKM AD 2.24 CHARTS RELATED TO AN AERODROME

| Chart name                                                                                                                               | Page           |
|------------------------------------------------------------------------------------------------------------------------------------------|----------------|
| AERODROME/HELIPORT CHART - ICAO                                                                                                          | AD 2-WMKM-2-1  |
| AIRCRAFT PARKING/DOCKING CHART - ICAO                                                                                                    | AD 2-WMKM-2-3  |
| AIRCRAFT PARKING/DOCKING CHART - ICAO TABULAR 1                                                                                          | AD 2-WMKM-2-4  |
| AERODROME GROUND MOVEMENT CHART - ICAO                                                                                                   | AD 2-WMKM-2-5  |
| AERODROME OBSTACLE CHART - ICAO                                                                                                          | AD 2-WMKM-3-1  |
| MALACCA CONTROL ZONE AND ARRIVAL HOLDING AREA                                                                                            | AD 2-WMKM-4-1  |
| ATC SURVEILLANCE MINIMUM ALTITUDE CHART                                                                                                  | AD 2-WMKM-4-3  |
| STANDARD DEPARTURE CHART INSTRUMENT – ICAO - RADAR DEPARTURE RWY 03 AND RWY 21                                                           | AD 2-WMKM-6-1  |
| STANDARD DEPARTURE CHART INSTRUMENT – ICAO – RWY 03 RNAV (GNSS) RUSBU 1Q OGAKO 1Q DOSIK 3Q SAPAT 3Q IRMIB 1Q                             | AD 2-WMKM-6-3  |
| STANDARD DEPARTURE CHART INSTRUMENT – ICAO – RWY 03 RNAV (GNSS) RUSBU 1Q OGAKO 1Q DOSIK 3Q SAPAT 3Q IRMIB 1Q (TABULAR 1)                 | AD 2-WMKM-6-4  |
| STANDARD DEPARTURE CHART INSTRUMENT – ICAO – RWY 03 RNAV (GNSS) RUSBU 1Q OGAKO 1Q DOSIK 3Q SAPAT 3Q IRMIB 1Q (TABULAR 2)                 | AD 2-WMKM-6-5  |
| STANDARD DEPARTURE CHART INSTRUMENT – ICAO – RWY 03 RUSBU 4Q OGAKO 4Q DOSIK 4Q SAPAT 4Q IRMIB 4Q                                         | AD 2-WMKM-6-7  |
| STANDARD DEPARTURE CHART INSTRUMENT – ICAO – RWY 03 RUSBU 4Q OGAKO 4Q DOSIK 4Q SAPAT 4Q IRMIB 4Q (TABULAR 1)                             | AD 2-WMKM-6-8  |
| STANDARD DEPARTURE CHART INSTRUMENT – ICAO – RWY 21 RNAV (GNSS) RUSBU 1R OGAKO 1R DOSIK 1R SAPAT 3R IRMIB 3R                             | AD 2-WMKM-6-9  |
| STANDARD DEPARTURE CHART INSTRUMENT – ICAO – RWY 21 RNAV (GNSS) RUSBU 1R OGAKO 1R DOSIK 1R SAPAT 3R IRMIB 3R (TABULAR 1)                 | AD 2-WMKM-6-10 |
| STANDARD DEPARTURE CHART INSTRUMENT – ICAO – RWY 21 RNAV (GNSS) RUSBU 1R OGAKO 1R DOSIK 1R SAPAT 3R IRMIB 3R (TABULAR 2)                 | AD 2-WMKM-6-11 |
| STANDARD DEPARTURE CHART INSTRUMENT – ICAO – RWY 21 RUSBU 4R OGAKO 4R DOSIK 4R SAPAT 4R IRMIB 4R                                         | AD 2-WMKM-6-13 |
| STANDARD DEPARTURE CHART INSTRUMENT – ICAO – RWY 21 RUSBU 4R OGAKO 4R DOSIK 4R SAPAT 4R IRMIB 4R (TABULAR 1)                             | AD 2-WMKM-6-14 |
| STANDARD ARRIVAL CHART INSTRUMENT – ICAO – RWY 03 RNAV (GNSS) AKRUL 1S GUPTA 1S DOSIK 1S VELTU 1S DUMOK 1S INTUR 1S                      | AD 2-WMKM-7-1  |
| STANDARD ARRIVAL CHART INSTRUMENT – ICAO – RWY 03 RNAV (GNSS) AKRUL 1S GUPTA 1S DOSIK 1S VELTU 1S DUMOK 1S INTUR 1S (TABULAR 1)          | AD 2-WMKM-7-2  |
| STANDARD ARRIVAL CHART INSTRUMENT – ICAO – RWY 03 RNAV (GNSS) AKRUL 1S GUPTA 1S DOSIK 1S VELTU 1S DUMOK 1S INTUR 1S (TABULAR 2)          | AD 2-WMKM-7-3  |
| STANDARD ARRIVAL CHART INSTRUMENT – ICAO – RWY 03 ARRIVAL (13 DME ARC) AKRUL 2S GUPTA 2S DOSIK 2S VELTU 2S DUMOK 2S INTUR 2S             | AD 2-WMKM-7-5  |
| STANDARD ARRIVAL CHART INSTRUMENT – ICAO – RWY 03 ARRIVAL (13 DME ARC) AKRUL 2S GUPTA 2S DOSIK 2S VELTU 2S DUMOK 2S INTUR 2S (TABULAR 1) | AD 2-WMKM-7-6  |
| STANDARD ARRIVAL CHART INSTRUMENT – ICAO – RWY 21 RNAV (GNSS) AKRUL 1T GUPTA 1T DOSIK 1T VELTU 1T DUMOK 1T INTUR 1T                      | AD 2-WMKM-7-7  |
| STANDARD ARRIVAL CHART INSTRUMENT – ICAO – RWY 21 RNAV (GNSS) AKRUL 1T GUPTA 1T DOSIK 1T VELTU 1T DUMOK 1T INTUR 1T (TABULAR 1)          | AD 2-WMKM-7-8  |
| STANDARD ARRIVAL CHART INSTRUMENT – ICAO – RWY 21 RNAV (GNSS) AKRUL 1T GUPTA 1T DOSIK 1T VELTU 1T DUMOK 1T INTUR 1T (TABULAR 2)          | AD 2-WMKM-7-9  |
| STANDARD ARRIVAL CHART INSTRUMENT – ICAO – RWY 21 ARRIVAL (15 DME ARC) AKRUL 3T GUPTA 3T DOSIK 3T VELTU 3T DUMOK 3T INTUR 3T             | AD 2-WMKM-7-11 |
| STANDARD ARRIVAL CHART INSTRUMENT – ICAO – RWY 21 ARRIVAL (15 DME ARC) AKRUL 3T GUPTA 3T DOSIK 3T VELTU 3T DUMOK 3T INTUR 3T (TABULAR 1) | AD 2-WMKM-7-12 |
| INSTRUMENT APPROACH CHART - ICAO – RWY 03 ILS Z OR LOC Z                                                                                 | AD 2-WMKM-8-1  |
| INSTRUMENT APPROACH CHART - ICAO – RWY 03 ILS Z OR LOC Z (TABULAR 1)                                                                     | AD 2-WMKM-8-2  |
| INSTRUMENT APPROACH CHART - ICAO – RWY 03 ILS Y OR LOC Y                                                                                 | AD 2-WMKM-8-3  |
| INSTRUMENT APPROACH CHART - ICAO – RWY 03 ILS Y OR LOC Y (TABULAR 1)                                                                     | AD 2-WMKM-8-4  |
| INSTRUMENT APPROACH CHART - ICAO – RWY 03 RNP Y                                                                                          | AD 2-WMKM-8-5  |
| INSTRUMENT APPROACH CHART - ICAO – RWY 03 RNP Y (TABULAR 1)                                                                              | AD 2-WMKM-8-6  |

| Chart name                                                               | Page           |
|--------------------------------------------------------------------------|----------------|
| INSTRUMENT APPROACH CHART - ICAO – RWY 03 RNP Y (TABULAR 2)              | AD 2-WMKM-8-7  |
| INSTRUMENT APPROACH CHART - ICAO – RWY 03 VOR Z (13 DME ARC)             | AD 2-WMKM-8-9  |
| INSTRUMENT APPROACH CHART - ICAO – RWY 03 VOR Z (13 DME ARC) (TABULAR 1) | AD 2-WMKM-8-10 |
| INSTRUMENT APPROACH CHART - ICAO – RWY 03 VOR Y                          | AD 2-WMKM-8-11 |
| INSTRUMENT APPROACH CHART - ICAO – RWY 03 VOR Y (TABULAR 1)              | AD 2-WMKM-8-12 |
| INSTRUMENT APPROACH CHART - ICAO – RWY 21 RNP Y                          | AD 2-WMKM-8-13 |
| INSTRUMENT APPROACH CHART - ICAO – RWY 21 RNP Y (TABULAR 1)              | AD 2-WMKM-8-14 |
| INSTRUMENT APPROACH CHART - ICAO – RWY 21 VOR Z (15 DME ARC)             | AD 2-WMKM-8-15 |
| INSTRUMENT APPROACH CHART - ICAO – RWY 21 VOR Z (15 DME ARC) (TABULAR 1) | AD 2-WMKM-8-16 |
| INSTRUMENT APPROACH CHART - ICAO – RWY 21 VOR Y                          | AD 2-WMKM-8-17 |
| INSTRUMENT APPROACH CHART - ICAO – RWY 21 VOR Y (TABULAR 1)              | AD 2-WMKM-8-18 |
| INSTRUMENT APPROACH CHART - ICAO – RWY 21 VOR X (CAT A & B)              | AD 2-WMKM-8-19 |
| INSTRUMENT APPROACH CHART - ICAO – RWY 21 VOR X (CAT A & B) (TABULAR 1)  | AD 2-WMKM-8-20 |

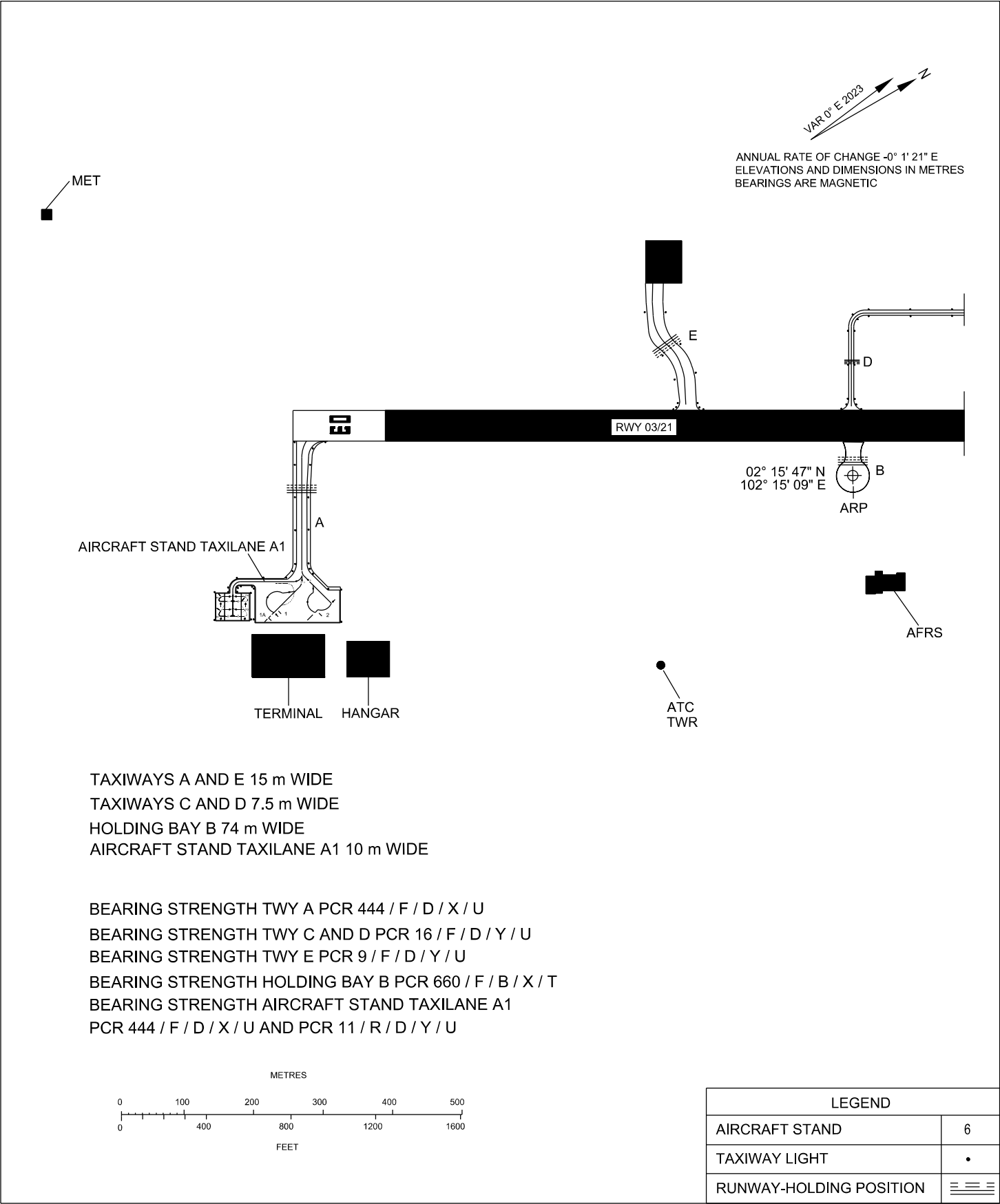
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AIRCRAFT PARKING /  
DOCKING CHART - ICAO

APRON ELEV  
4 m

|      |        |
|------|--------|
| TWR  | 118.0  |
| SMC  | 121.6  |
| ATIS | 127.45 |

MALACCA /  
MALACCA AIRPORT



AIRCRAFT PARKING /  
DOCKING CHART - ICAO

APRON ELEV  
4 m

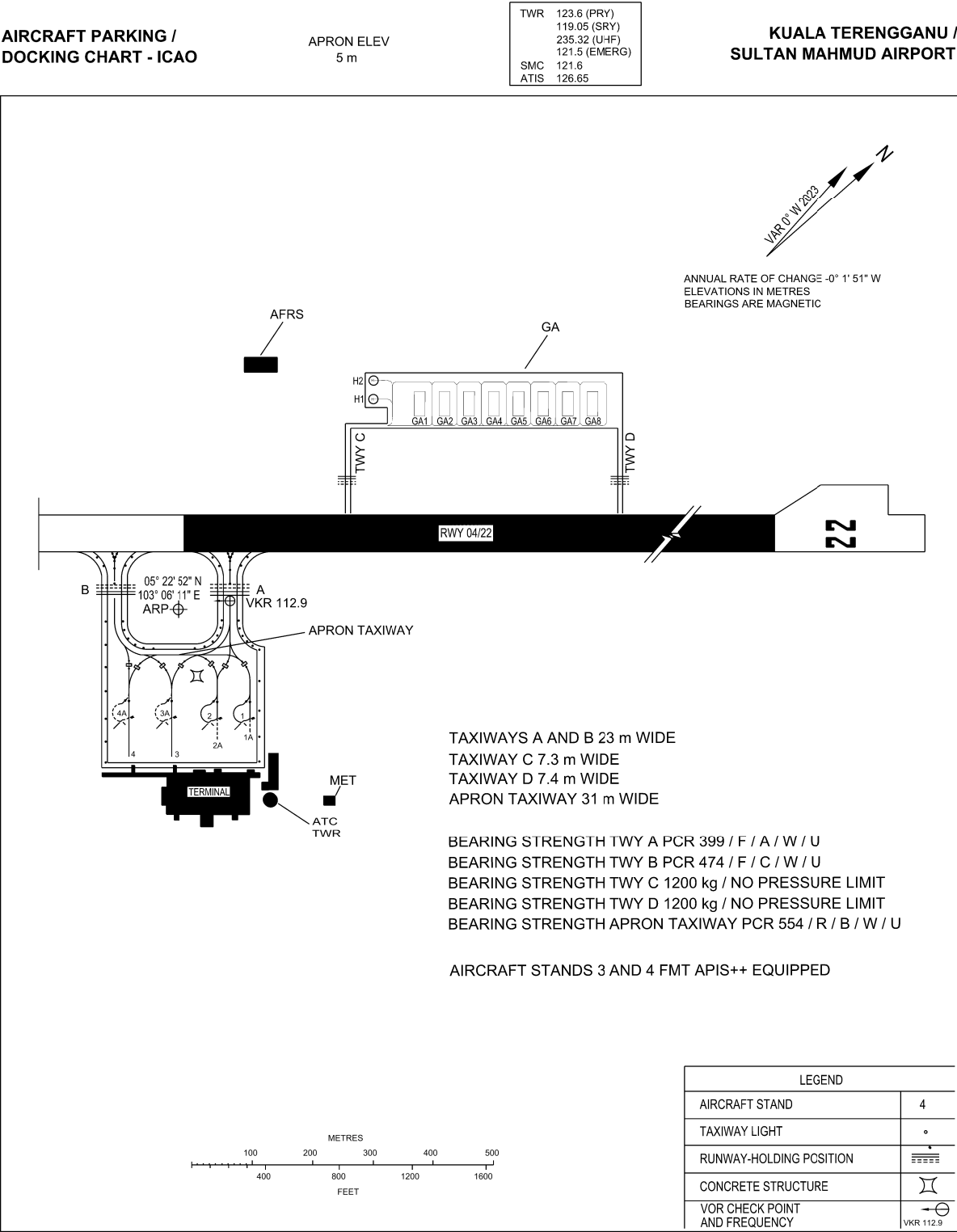
MALACCA /  
MALACCA AIRPORT

| AIRCRAFT PARKING/DOCKING STAND POSITION |                                     |                   |                         |               |
|-----------------------------------------|-------------------------------------|-------------------|-------------------------|---------------|
| BAY<br>NUMBER                           | INS COORDINATES FOR AIRCRAFT STANDS |                   | SURFACE & STRENGTH      | AIRCRAFT TYPE |
| 1                                       | 02° 15' 20.97" N                    | 102° 14' 59.73" E | PCR 157 / R / D / X / U | AT76          |
| 1A                                      | 02° 15' 20.68" N                    | 102° 14' 59.79" E | PCR 501 / R / D / X / U | A320, E290    |
| 2                                       | 02° 15' 22.67" N                    | 102° 15' 00.77" E | PCR 157 / R / D / X / U | AT76          |
| R1                                      | 02° 15' 19.06" N                    | 102° 14' 57.89" E | 1999 kg / 1.25 MPa      | DA42          |
| R2                                      | 02° 15' 18.72" N                    | 102° 14' 58.43" E | PCR 11 / R / D / Y / U  | PA34          |
| R3                                      | 02° 15' 19.70" N                    | 102° 14' 59.01" E | PCR 11 / R / D / Y / U  | PA34          |
| R4                                      | 02° 15' 20.03" N                    | 102° 14' 58.45" E | 1999 kg / 1.25 MPa      | DA42          |

## WMKN AD 2.24 CHARTS RELATED TO AN AERODROME

| Chart name                                                                                         | Page           |
|----------------------------------------------------------------------------------------------------|----------------|
| AERODROME / HELIPORT CHART - ICAO                                                                  | AD 2-WMKN-2-1  |
| AIRCRAFT PARKING/DOCKING CHART - ICAO                                                              | AD 2-WMKN-2-3  |
| AIRCRAFT PARKING/DOCKING CHART - ICAO TABULAR 1                                                    | AD 2-WMKN-2-4  |
| AERODROME GROUND MOVEMENT CHART - ICAO                                                             | AD 2-WMKN-2-5  |
| AERODROME OBSTACLES CHART - ICAO TYPE A                                                            | AD 2-WMKN-3-1  |
| KUALA TERENGGANU CONTROL ZONE AND HOLDING AREAS                                                    | AD 2-WMKN-4-1  |
| STANDARD DEPARTURE CHART - ICAO - RWY 04 RNAV (GNSS) PALNO 1A LASOB 1A                             | AD 2-WMKN-6-1  |
| STANDARD DEPARTURE CHART - ICAO - RWY 04 RNAV (GNSS) PALNO 1A LASOB 1A (TABULAR 1)                 | AD 2-WMKN-6-2  |
| STANDARD DEPARTURE CHART - ICAO - RWY 22 RNAV (GNSS) LASOB 1B PALNO 1B PALNO 2B                    | AD 2-WMKN-6-3  |
| STANDARD DEPARTURE CHART - ICAO - RWY 22 RNAV (GNSS) LASOB 1B PALNO 1B PALNO 2B (TABULAR 1)        | AD 2-WMKN-6-4  |
| STANDARD DEPARTURE CHART - ICAO - RWY 04 IKUKO 1C LASOB 1C GUNBO 1C PALNO 1C                       | AD 2-WMKN-6-5  |
| STANDARD DEPARTURE CHART - ICAO - RWY 04 IKUKO 1C LASOB 1C GUNBO 1C PALNO 1C (TABULAR 1)           | AD 2-WMKN-6-6  |
| STANDARD DEPARTURE CHART - ICAO - RWY 22 PALNO 1D LASOB 1D IKUKO 1D PALNO 2D                       | AD 2-WMKN-6-7  |
| STANDARD DEPARTURE CHART - ICAO - RWY 22 PALNO 1D LASOB 1D IKUKO 1D PALNO 2D (TABULAR 1)           | AD 2-WMKN-6-8  |
| STANDARD ARRIVAL CHART - ICAO - RWY 04 RNAV (GNSS) PALNO 1E GUNBO 1E                               | AD 2-WMKN-7-1  |
| STANDARD ARRIVAL CHART - ICAO - RWY 04 RNAV (GNSS) PALNO 1E GUNBO 1E (TABULAR 1)                   | AD 2-WMKN-7-2  |
| STANDARD ARRIVAL CHART - ICAO - RWY 22 RNAV (GNSS) PALNO 1F GUNBO 1F IKUKO 1F PALNO 2F             | AD 2-WMKN-7-3  |
| STANDARD ARRIVAL CHART - ICAO - RWY 22 RNAV (GNSS) PALNO 1F GUNBO 1F IKUKO 1F PALNO 2F (TABULAR 1) | AD 2-WMKN-7-4  |
| STANDARD ARRIVAL CHART - ICAO - RWY 22 RNAV (GNSS) PALNO 1F GUNBO 1F IKUKO 1F PALNO 2F (TABULAR 2) | AD 2-WMKN-7-5  |
| STANDARD ARRIVAL CHART - ICAO - RWY 04 VOR/DME ARC PALNO 1G GUNBO 1G                               | AD 2-WMKN-7-7  |
| STANDARD ARRIVAL CHART - ICAO - RWY 04 VOR/DME ARC PALNO 1G GUNBO 1G (TABULAR 1)                   | AD 2-WMKN-7-8  |
| STANDARD ARRIVAL CHART - ICAO - RWY 22 VOR/DME ARC PALNO 1H GUNBO 1H IKUKO 1H                      | AD 2-WMKN-7-9  |
| STANDARD ARRIVAL CHART - ICAO - RWY 22 VOR/DME ARC PALNO 1H GUNBO 1H IKUKO 1H (TABULAR 1)          | AD 2-WMKN-7-10 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 04 ILS Z OR LOC Z                                           | AD 2-WMKN-8-1  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 04 ILS Z OR LOC Z (TABULAR 1)                               | AD 2-WMKN-8-2  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 04 ILS Y OR LOC Y                                           | AD 2-WMKN-8-3  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 04 ILS Y OR LOC Y (TABULAR 1)                               | AD 2-WMKN-8-4  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 04 VOR Z                                                    | AD 2-WMKN-8-5  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 04 VOR Z (TABULAR 1)                                        | AD 2-WMKN-8-6  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 04 VOR Y                                                    | AD 2-WMKN-8-7  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 04 VOR Y (TABULAR 1)                                        | AD 2-WMKN-8-8  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 22 VOR Z                                                    | AD 2-WMKN-8-9  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 22 VOR Z (TABULAR 1)                                        | AD 2-WMKN-8-10 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 22 VOR Y                                                    | AD 2-WMKN-8-11 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 22 VOR Y (TABULAR 1)                                        | AD 2-WMKN-8-12 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 04 RNP Z (AR)                                               | AD 2-WMKN-8-13 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 04 RNP Z (AR) (TABULAR 1)                                   | AD 2-WMKN-8-14 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 04 RNP Z (AR) (TABULAR 2)                                   | AD 2-WMKN-8-15 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 22 RNP Z (AR)                                               | AD 2-WMKN-8-17 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 22 RNP Z (AR) (TABULAR 1)                                   | AD 2-WMKN-8-18 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 22 RNP Z (AR) (TABULAR 2)                                   | AD 2-WMKN-8-19 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 04 RNP Y                                                    | AD 2-WMKN-8-21 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 04 RNP Y (TABULAR 1)                                        | AD 2-WMKN-8-22 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 22 RNP Y                                                    | AD 2-WMKN-8-23 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 22 RNP Y (TABULAR 1)                                        | AD 2-WMKN-8-24 |

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**AIRCRAFT PARKING /  
DOCKING CHART - ICAO**

APRON ELEV  
5 m

**KUALA TERENGGANU /  
SULTAN MAHMUD AIRPORT**

| AIRCRAFT PARKING / DOCKING STAND POSITION |                                     |                   |                                        |                              |
|-------------------------------------------|-------------------------------------|-------------------|----------------------------------------|------------------------------|
| BAY NUMBER                                | INS COORDINATES FOR AIRCRAFT STANDS |                   | SURFACE & STRENGTH                     | AIRCRAFT TYPE                |
| 1                                         | 05° 22' 49.53" N                    | 103° 06' 18.62" E | PCR 150 / R / C / W / U                | AT75, AT76                   |
| 1A                                        | 05° 22' 49.43" N                    | 103° 06' 19.28" E | PCR 570 / R / C / W / U                | B38M, B738, A320, AT75, AT76 |
| 2                                         | 05° 22' 48.21" N                    | 103° 06' 17.35" E | PCR 150 / R / C / W / U                | AT75, AT76                   |
| 2A                                        | 05° 22' 47.85" N                    | 103° 06' 18.29" E | PCR 570 / R / C / W / U                | B38M, B738, A320, AT75, AT76 |
| 3                                         | 05° 22' 45.79" N                    | 103° 06' 16.92" E | PCR 570 / R / C / W / U                | B38M, B738, A320             |
| 3A                                        | 05° 22' 46.70" N                    | 103° 06' 15.43" E | PCR 150 / R / C / W / U                | AT75, AT76                   |
| 4                                         | 05° 22' 44.10" N                    | 103° 06' 15.27" E | PCR 554 / R / B / W / U                | B38M, B738, A320             |
| 4A                                        | 05° 22' 45.01" N                    | 103° 06' 13.78" E | PCR 143 / R / B / W / U                | AT75, AT76                   |
| GA1                                       | 05° 23' 08.97" N                    | 103° 06' 12.73" E | 1200 kg / NO PRESSURE LIMIT (CONCRETE) | DIAMOND DA42                 |
| GA2                                       | 05° 23' 09.97" N                    | 103° 06' 13.71" E | 1200 kg / NO PRESSURE LIMIT (CONCRETE) | DIAMOND DA42                 |
| GA3                                       | 05° 23' 10.95" N                    | 103° 06' 14.68" E | 1200 kg / NO PRESSURE LIMIT (CONCRETE) | DIAMOND DA42                 |
| GA4                                       | 05° 23' 11.94" N                    | 103° 06' 15.65" E | 1200 kg / NO PRESSURE LIMIT (CONCRETE) | DIAMOND DA42                 |
| GA5                                       | 05° 23' 12.93" N                    | 103° 06' 16.62" E | 1200 kg / NO PRESSURE LIMIT (CONCRETE) | DIAMOND DA42                 |
| GA6                                       | 05° 23' 13.94" N                    | 103° 06' 17.61" E | 1200 kg / NO PRESSURE LIMIT (CONCRETE) | DIAMOND DA42                 |
| GA7                                       | 05° 23' 14.92" N                    | 103° 06' 18.57" E | 1200 kg / NO PRESSURE LIMIT (CONCRETE) | DIAMOND DA42                 |
| GA8                                       | 05° 23' 15.86" N                    | 103° 06' 19.49" E | 1200 kg / NO PRESSURE LIMIT (CONCRETE) | DIAMOND DA42                 |
| H1                                        | 05° 23' 07.34" N                    | 103° 06' 10.70" E | 5 TONNES (ASPHALT)                     | SIKORSKY 76                  |
| H2                                        | 05° 23' 08.06" N                    | 103° 06' 09.96" E | 5 TONNES (ASPHALT)                     | SIKORSKY 76                  |

## WMKP AD 2.1 AERODROME LOCATION INDICATOR AND NAME

## WMKP - PENANG INTERNATIONAL AIRPORT

## WMKP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

|   |                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|---|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | ARP coordinates and site at AD                                                    | 051744N 1001620E<br>5.6 M from edge of emergency access road &<br>5.8 M from edge of service road                                                                                                                                                                                                                                                                                                                                                                                        |
| 2 | Direction and distance from (city)                                                | Dist 14.4KM BRG 206° from Georgetown (KOMTAR) Penang.                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 3 | Elevation/Reference temperature                                                   | 3M (10 FT) / 32.57°C                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 4 | Geoid undulation at AD ELEV PSN                                                   | -12 M                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 5 | MAG VAR/Annual change                                                             | 0° W (2023) / -0° 1' 18" W decreasing                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 6 | AD operator, address, telephone, telefax, e-mail address, AFS and website address | Operator:<br>Malaysia Airports Sdn Bhd<br>Penang International Airport<br>11900 Bayan Lepas<br>Penang<br>TEL: +604 - 2520252<br>Telefax: +604 - 6435339<br>e-mail: masb.pen@malaysiaairports.com.my<br>Http://www.malaysiaairports.com.my<br><br>ATC Services:<br>Civil Aviation Authority Of Malaysia<br>Penang Air Traffic Control Complex<br>Penang International Airport<br>11900 Bayan Lepas<br>Penang<br>Malaysia<br>TEL: +604 - 6444911<br>AFS:WMKPZTX<br>e-mail:wmkp@caam.gov.my |
| 7 | Types of traffic permitted (IFR/VFR)                                              | IFR / VFR                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 8 | Remarks                                                                           | NIL                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

## WMKP AD 2.3 OPERATIONAL HOURS

|    |                            |                                                                                                             |
|----|----------------------------|-------------------------------------------------------------------------------------------------------------|
| 1  | AD Operator                | H24                                                                                                         |
| 2  | Customs and immigration    | Customs: H24<br>Immigration: H24                                                                            |
| 3  | Health and sanitation      | H24                                                                                                         |
| 4  | AIS Briefing Office        | NIL                                                                                                         |
| 5  | ATS Reporting Office (ARO) | H24                                                                                                         |
| 6  | MET Briefing Office        | H24                                                                                                         |
| 7  | ATS                        | H24                                                                                                         |
| 8  | Fuelling                   | PETRONAS : 2200 - 1400;<br>SHELL : 21:00 - 15:00                                                            |
| 9  | Handling                   | H24 : AeroDarat Services Sdn Bhd and POS Aviation Sdn Bhd, Ground Team Red Sdn Bhd, Malindo Airways Sdn Bhd |
| 10 | Security                   | H24                                                                                                         |
| 11 | De-icing                   | NIL                                                                                                         |
| 12 | Remarks                    | NIL                                                                                                         |

## WMKP AD 2.4 HANDLING SERVICES AND FACILITIES

|   |                                         |                                                                                            |
|---|-----------------------------------------|--------------------------------------------------------------------------------------------|
| 1 | Cargo-handling facilities               | AeroDarat Services Sdn Bhd and POS Aviation                                                |
| 2 | Fuel/oil types                          | AVGAS 100, Jet A1                                                                          |
| 3 | Fuelling facilities/capacity            | PETRONAS: Hydrant refuelling, bowser / 3.5 million litre.<br>SHELL: Bowser / 720,000 litre |
| 4 | De-icing facilities                     | NIL                                                                                        |
| 5 | Hangar space for visiting aircraft      | NIL                                                                                        |
| 6 | Repair facilities for visiting aircraft | NIL                                                                                        |
| 7 | Remarks                                 | NIL                                                                                        |

## WMKP AD 2.5 PASSENGER FACILITIES

|   |                      |                                                                  |
|---|----------------------|------------------------------------------------------------------|
| 1 | Hotels               | Hotels in Bayan Lepas, Teluk Kumbar and Bukit Jambul             |
| 2 | Restaurants          | Restaurant in terminal building.                                 |
| 3 | Transportation       | Taxi,Rental car and Bus                                          |
| 4 | Medical facilities   | Clinic in terminal building and general hospital nearby in town. |
| 5 | Bank and Post Office | Currency Exchange.Automated Teller Machine                       |
| 6 | Tourist Office       | Tourist Information Counter in terminal building.                |
| 7 | Remarks              | Duty Free Shops.                                                 |

## WMKP AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

|   |                                             |                                                                                                                                   |
|---|---------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------|
| 1 | AD category for fire fighting               | CAT 9                                                                                                                             |
| 2 | Rescue equipment                            | Adequately provided as recommended by ICAO                                                                                        |
| 3 | Capability for removal of disabled aircraft | With arrangement with the respective airlines and ground handler.<br>Aircraft lifting equipment:<br>i) Largest aircraft - B747-8F |
| 4 | Remarks                                     | All Airport Fire Rescue Service (AFRS) personnel are to be well trained in rescue and firefighting as well as medical first aid.  |

## WMKP AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

|   |                            |                                                                                                                                                                                                                                                                                                                                                          |
|---|----------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Apron surface and strength | <b>Bay A1, Bay A4, Bay A6, Bay A7 and Bay A8</b><br>Surface: Concrete (Rigid)<br>Strength: PCR 1360 / R / D / W / U<br><br><b>Bay A1R, Bay A1L, Bay A2, Bay A3, Bay A4R, Bay A4L and Bay A5</b><br>Surface: Concrete (Rigid)<br>Strength: PCR 685 / R / C / W / U<br><br><b>Bay 1L</b><br>Surface: Concrete (Rigid)<br>Strength: PCR 904 / R / D / W / U |
|---|----------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

## 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<br>LEN INTST | THR LGT colour<br>WBAR | VASIS (MEHT)<br>PAPI                                                                                                                          | TDZ, LGT<br>LEN | RWY Centre Line LGT<br>Length, spacing, colour, INTST | RWY edge LGT<br>LEN, spacing, colour INTST         | RWY End LGT<br>colour WBAR | SWY LGT<br>LEN (M) colour | Remarks                                                                                       |
|----------------|----------------------------|------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------|-----------------|-------------------------------------------------------|----------------------------------------------------|----------------------------|---------------------------|-----------------------------------------------------------------------------------------------|
| 1              | 2                          | 3                      | 4                                                                                                                                             | 5               | 6                                                     | 7                                                  | 8                          | 9                         | 10                                                                                            |
| 04             | CAT1<br>918.5 M<br>LIH     | Green<br>-             | PAPI Left & Right /<br>Slope 3°<br>17.6 M<br>(57.7 FT)<br>White and Red, Left and Right of each RWY (8 light boxes)<br>One (1) for each RWY.  | NIL             | NIL                                                   | 3354 M<br>60 M<br>Variable White/<br>Yellow<br>LIH | Red                        | NIL                       | Inconsistent Interval Distance of Runway 04 Approach Light Mast From Row No. 21 to Row No. 30 |
| 22             | SALS<br>420 M<br>LIH       | Green<br>-             | PAPI Left & Right /<br>Slope 3°<br>18.4 M<br>(60.4 FT)<br>White and Red<br>Left and Right of each RWY (8 light boxes)<br>One (1) for each RWY | NIL             | NIL                                                   | 3354 M<br>60 M<br>Variable White/<br>Yellow<br>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, Rotating Green and White 20 to 30 per minute.ON at night and during bad weather.<br>IBN:Nil                                                                        |
| 2 | LDI location and LGT<br>Anemometer location and LGT     | LDI: NIL<br>Wind-direction indicator (WDI)<br>RWY 04: 305 M from THR on left side, 130 M from RWY centre line and lighted.<br>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<br>TWY Centre line lights - All TWY                                                                                                                                        |
| 4 | Secondary power supply/switch-over time                 | Secondary power supply: Available to all AGL at AD.<br>Switch-over time: Maximum 15 seconds                                                                                                                |
| 5 | Remarks                                                 | NIL                                                                                                                                                                                                        |

## WMKP AD 2.16 HELICOPTER LANDING AREA

|   |                                                           |     |
|---|-----------------------------------------------------------|-----|
| 1 | Coordinates TLOF or THR of FATO<br>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<br>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<br>Language(s) | BUTTERWORTH RADAR, PENANG TOWER, PENANG GROUND<br>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<br>121.900 MHz | H24                | 121.600 MHz - For ACFT use.<br>121.900 MHz - for vehicles use. |
| TWR                 | PENANG TOWER       | 121.100 MHz                |                    | -                                                              |
| ATIS                | PENANG INFORMATION | 126.400 MHz                |                    | -                                                              |

## WMSA AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

|   |                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                  |
|---|---------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands | Taxiing guidance signs at intersection with TWY and RWY and at RWY Holding positions.<br>Yellow taxiing guidelines at aprons.                                                                                                                                                                                                                                                    |
| 2 | RWY and TWY markings and LGT                                                                                  | RWY Markings: Runway designation, threshold, touchdown zone, centre line, aiming point, side stripe and transverse stripe markings.<br><br>RWY LGT: Edge, threshold and end lights<br><br>TWY Markings: Centre line, taxi side stripe, intermediate holding position, runway holding position and transverse stripe markings.<br><br>TWY LGT: Centre line, exit and edge lights. |
| 3 | Stop bars                                                                                                     | NIL                                                                                                                                                                                                                                                                                                                                                                              |
| 4 | Remarks                                                                                                       | Any aircraft is strictly prohibited to hold at the nearest Intermediate Holding Position (IHP) in front of the Fire Station to ensure unobstructed access from the Fire Station for emergency vehicles, such as fire trucks and rescue teams during emergencies                                                                                                                  |

## WMSA AD 2.10 AERODROME OBSTACLES

| In Area 2               |                       |                                           |                           |                                            |                                              |
|-------------------------|-----------------------|-------------------------------------------|---------------------------|--------------------------------------------|----------------------------------------------|
| OBST ID/<br>Designation | OBST type             | OBST position                             | ELEV/HGT                  | Marking/Type,<br>colour, lighting<br>(LGT) | Remarks                                      |
| a                       | b                     | c                                         | d                         | e                                          | f                                            |
| WMSAOB001               | Hill                  | 030° (T)<br>1.85KM fm ARP                 | 450FT AMSL                | Lgtd                                       |                                              |
| WMSAOB002               | Hill                  | 292° (T)<br>1.76KM fm ARP                 | 386FT AMSL                | Lgtd                                       |                                              |
| WMSAOB003               | OBSTACLE              | 030459.3N<br>1013054.8E                   | 514FT (157M) AMSL         | Marked<br>Lgtd                             |                                              |
| WMSAOB004               | KUALA LUMPUR<br>TOWER | at BT. Nanas<br>030911.3N<br>1014206.8E   | 1690FT AMSL               | Lgtd                                       | Aerial mast on top<br>painted red and white. |
| WMSAOB005               | AERIAL MAST           | at Bt. Dinding<br>031123.3N<br>1014500.7E | 1121FT AMSL               | Marked<br>Lgtd                             |                                              |
| WMSAOB006               | AERIAL MAST           | at Bt. Lanjan<br>031041.3N<br>1013642.8E  | 1239FT AMSL               | Marked<br>Lgtd                             |                                              |
| WMSAOB007               | AERIAL MAST           | at Jln. Subang<br>030525.3N<br>1013519.8E | 293FT AMSL                | Marked<br>Lgtd                             |                                              |
| WMSAOB008               | AERIAL MAST           | at Glenmarie<br>030530.3N<br>1013554.8E   | 208FT AMSL                | Marked<br>Lgtd                             |                                              |
| WMSAOB009               | RADIO TX TOWER        | 030651.3N<br>1013507.8E                   | 233.37FT (71.15M)<br>AMSL | Marked<br>Lgtd                             |                                              |
| WMSAOB010               | BUILDING              | 030423.3N<br>1013312.8E                   | 370FT AMSL                |                                            |                                              |
| WMSAOB011               | BUILDING              | at Shah Alam<br>030544.3N<br>1013354.8E   | 174FT (53M) AMSL          | Marked<br>Lgtd                             |                                              |

| In Area 2               |                             |                                                                            |                   |                                            |                                       |
|-------------------------|-----------------------------|----------------------------------------------------------------------------|-------------------|--------------------------------------------|---------------------------------------|
| OBST ID/<br>Designation | OBST type                   | OBST position                                                              | ELEV/HGT          | Marking/Type,<br>colour, lighting<br>(LGT) | Remarks                               |
| a                       | b                           | c                                                                          | d                 | e                                          | f                                     |
| WMSAOB012               | BUILDING                    | at Subang Jaya<br>030159.4N<br>1014002.8E                                  | 325FT (100M) AMSL | Marked<br>Lgtd                             |                                       |
| WMSAOB013               | TELECOM TOWER               | 031519.3N<br>1013214.8E                                                    | 518FT AMSL        | Marked<br>Lgtd                             |                                       |
| WMSAOB014               | BUILDING                    | 030624.3N<br>1013444.8E                                                    | 239FT AMSL        | Marked<br>Lgtd                             |                                       |
| WMSAOB015               | BUILDING                    | at Lembah Subang<br>030659.3N<br>1013424.8E                                | 238FT (73M) AMSL  | Marked<br>Lgtd                             |                                       |
| WMSAOB016               | BUILDING                    | at Federal Highway<br>030655.3N<br>1014002.8E                              | 538FT (164M) AMSL | Marked<br>Lgtd                             |                                       |
| WMSAOB017               | KUALA LUMPUR<br>CITY TOWERS | Tower 1:<br>030927.3N<br>1014242.7E<br>Tower 2:<br>030929.3N<br>1014244.7E | 1700FT AMSL       | Lgtd                                       | High intensity white<br>obstacle lgt. |
| WMSAOB018               | POWER STATION<br>CHIMNEY    | 030705.3N<br>1011911.9E                                                    | 591FT AMSL        |                                            |                                       |
| WMSAOB019               | BUILDING                    | at Subang Jaya<br>030159.4N<br>1013518.8E                                  | 450FT AMSL        | Lgtd                                       |                                       |
| WMSAOB020               | TELECOM TOWER               | at Serendah<br>032230.3N<br>1013114.8E                                     | 617FT AMSL        | Lgtd                                       |                                       |
| WMSAOB021               | TELECOM TOWER               | at Sungai Buluh<br>031234.3N<br>1013242.8E                                 | 142.22M AMSL      | Marked<br>Lgtd                             |                                       |

| In Area 3               |           |               |          |                                            |         |
|-------------------------|-----------|---------------|----------|--------------------------------------------|---------|
| OBST ID/<br>Designation | OBST type | OBST position | ELEV/HGT | Marking/Type,<br>colour, lighting<br>(LGT) | Remarks |
| a                       | b         | c             | d        | e                                          | f       |
| NIL                     | NIL       | NIL           | NIL      | NIL                                        | NIL     |

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

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

**2.20.2 Start Up And Push Back**

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

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

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

**2.20.3 Intersection Departures**

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

**2.20.4 Departure Regulation**

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

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

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

- 2.20.5.1 The Pilot In Command or Tow Master shall contact Subang Ground on VHF frequency prior start-up or prior towing.
- 2.20.5.2 Due to Towers line of sight problem, the Pilot-in-Command or Tow Master shall be responsible for the separation with their aircraft and the other obstruction while taxiing or being towed.
- 2.20.5.3 All aircraft shall follow Power-in Push-back (PIPB) procedure.
- 2.20.5.4 All aircraft shall be tow in and out of central apron and light aircraft parking area. Wing walkers required to assist towing aircraft.
- 2.20.5.4.1 Exemption is given to light aircraft to taxi on central apron and light aircraft parking area and shall be escorted and accompanied by wing walker and marshal to control ground traffic movement.

**2.20.6 Arriving Aircraft Parking Arrangement**

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

**WMSA AD 2.21 NOISE ABATEMENT PROCEDURES**

NIL

**WMSA AD 2.22 FLIGHT PROCEDURES**

**2.22.1 General**

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

**2.22.2 Approach And Departure Procedures**

**2.22.2.1 Departing Aircraft**

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

**2.22.2.1.2 Immediate Take-off Clearance:**

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

- a) If not yet lined up on the runway, line up and begin take-off run without stopping the aircraft;
- b) if already lined up on the runway, take-off without delay;

**2.22.2.2 Landing Aircraft**

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

**2.22.2.3 Missed Approach Procedures**

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

**2.22.3 Helicopter Departure and Arrival Using TWY Sierra Procedures**

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

**2.22.3.2 Departure Helicopter**

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

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

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

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

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

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

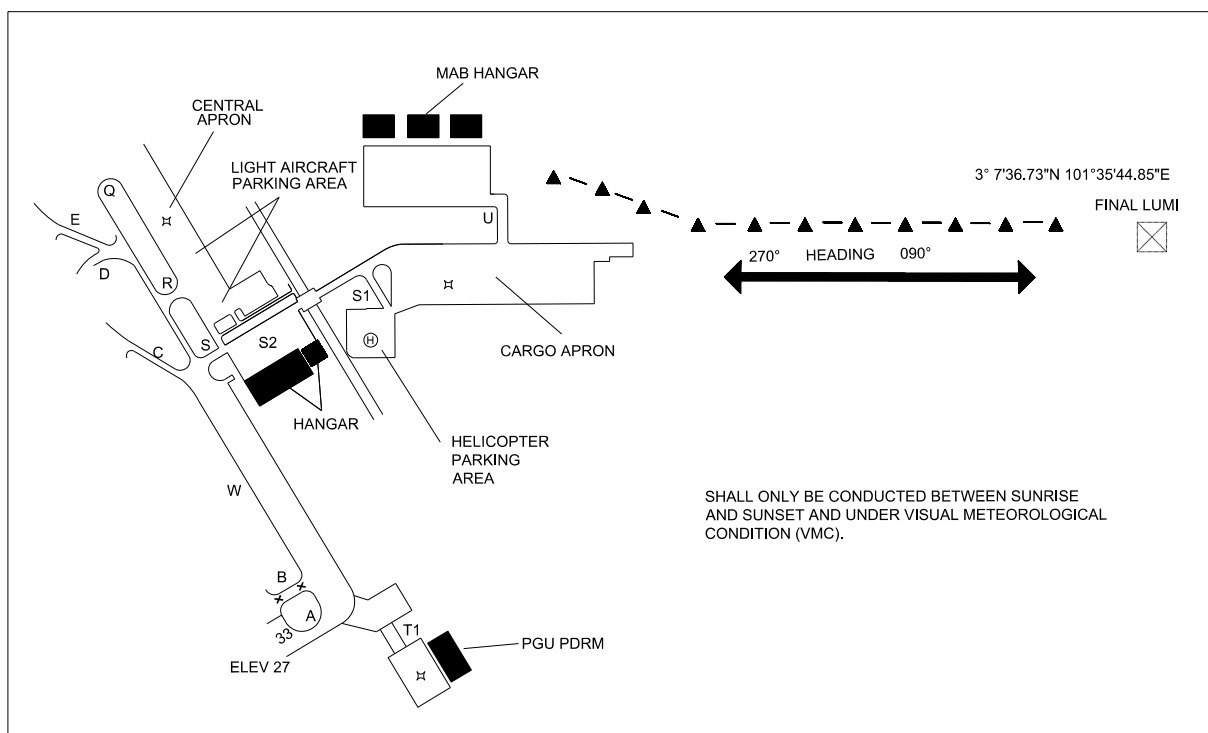
2.22.3.2.7 ATC shall issue instructions to "Lift off from TWY S". It remains the pilot's responsibility to ensure that the departure path is clear of obstructions.

**2.22.3.3 Arrival Helicopter**

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

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

- 2.22.3.3.2 The pilot shall exercise caution, as high-tension power cables are located approximately 50 m to the right of the arrival path, parallel to TWY S.
- 2.22.3.3.3 The pilot shall descend to 600 ft (helicopter circuit altitude) on final approach to TWY S and aim to land at any point along TWY S.
- 2.22.3.3.4 ATC shall instruct the helicopter to "Land on TWY S" only when it is clear of aircraft, vehicles, and personnel. If the area is not clear, ATC may instruct the pilot to hold on final or issue alternate instructions. The pilot remains responsible for avoiding obstacles and exercising discretion in the event of obstructions during landing.
- 2.22.3.3.5 Arrivals to TWY S shall only be conducted between sunrise and sunset and under Visual Meteorological Conditions (VMC).
- 2.22.3.4 All other helicopter movements not specified in this procedure shall use the RWY.
- 2.22.3.5 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:

- Runway designation;
- Arrival or Departure;
- Type of alert (micro burst or wind shear);
- Quantified headwind loss or gain;
- 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.

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

**2.23.2 Touch And Go Training and Compass Swing Bay**

2.23.2.1 Touch and go landings and Compass Swing Bay are permitted with pre book slot that shall be made thru official CAAM Websites.

2.23.2.2 Training Slot

- a) Light Aircraft : 2300 - 0559
- b) Medium / Heavy Aircraft / Helicopters : 0600 - 1600
- c) Medium / Heavy Aircraft / Helicopters : 2100 - 2259

2.23.2.3 Booking of training are subject to:

- a) 2-hours duration maximum per slot
- b) 1-hour notification before training for local base aircraft
- c) 1-day notification before training for non-local base aircraft.

2.23.2.4 Circuit and landing training slot for helicopter from 0600 - 1600 and 2100 - 2259 only.

2.23.3. All light aircraft to be parked at light aircraft parking area.

2.23.4. No circuit and landing are allowed at TWY W and TWY S. Pilot to follow local flying restriction and touch and go landing regulation.

2.23.5. Pilot to exercise caution on birds concentration area in the vicinity of aerodrome

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

2.23.7. Portions of taxiway edge lights at TWY A, TWY E, TWY K and TWY S are more than 3 metres from the outer taxi side stripe marking.

## WMSA AD 2.24 CHARTS RELATED TO AN AERODROME

| Chart name                                                                                                                                  | Page           |
|---------------------------------------------------------------------------------------------------------------------------------------------|----------------|
| AERODROME/HELIPORT CHART - ICAO                                                                                                             | AD 2-WMSA-2-1  |
| MOVEMENT AREAS NOT VISIBLE FROM AIR TRAFFIC CONTROL TOWER                                                                                   | AD 2-WMSA-2-3  |
| AIRCRAFT PARKING/DOCKING CHART - ICAO                                                                                                       | AD 2-WMSA-2-5  |
| AIRCRAFT PARKING / DOCKING CHART- ICAO (TABULAR 1)                                                                                          | AD 2-WMSA-2-6  |
| AERODROME GROUND MOVEMENT CHART - ICAO                                                                                                      | AD 2-WMSA-2-7  |
| AERODROME OBSTACLE CHART - ICAO - TYPE A                                                                                                    | AD 2-WMSA-3-1  |
| STANDARD DEPARTURE CHART - RADAR DEPARTURES                                                                                                 | AD 2-WMSA-6-1  |
| STANDARD DEPARTURE CHART INSTRUMENT - ICAO- RWY 15 RNAV BIKDU 3L PIBOS 3L RUSBU 3L MITOS 3L SALAX 3L PUGER 3L IBUKU 3L ATIMU 3L             | AD 2-WMSA-6-3  |
| STANDARD DEPARTURE CHART INSTRUMENT - ICAO- RWY 15 RNAV BIKDU 3L PIBOS 3L RUSBU 3L MITOS 3L SALAX 3L PUGER 3L IBUKU 3L ATIMU 3L (TABULAR 1) | AD 2-WMSA-6-4  |
| STANDARD DEPARTURE CHART INSTRUMENT - ICAO- RWY 15 RNAV BIKDU 3L PIBOS 3L RUSBU 3L MITOS 3L SALAX 3L PUGER 3L IBUKU 3L ATIMU 3L (TABULAR 2) | AD 2-WMSA-6-5  |
| STANDARD DEPARTURE CHART INSTRUMENT - ICAO- RWY 15 RNAV BIKDU 3L PIBOS 3L RUSBU 3L MITOS 3L SALAX 3L PUGER 3L IBUKU 3L ATIMU 3L (TABULAR 3) | AD 2-WMSA-6-6  |
| STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RWY 15 PULIP 2L PIBOS 2L BATAR 2L MITOS 2L SALAX 2L PUGER 2L SUKAT 2L                          | AD 2-WMSA-6-7  |
| STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RWY 15 PULIP 2L PIBOS 2L BATAR 2L MITOS 2L SALAX 2L PUGER 2L SUKAT 2L (TABULAR 1)              | AD 2-WMSA-6-8  |
| STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RWY 33 PULIP 2N PIBOS 2N BATAR 2N MITOS 2N SALAX 2N PUGER 2N SUKAT 2N                          | AD 2-WMSA-6-9  |
| STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RWY 33 PULIP 2N PIBOS 2N BATAR 2N MITOS 2N SALAX 2N PUGER 2N SUKAT 2N (TABULAR 1)              | AD 2-WMSA-6-10 |
| STANDARD ARRIVAL CHART - ICAO - CALEDONIAN ONE ARRIVAL                                                                                      | AD 2-WMSA-7-1  |
| STANDARD ARRIVAL CHART INSTRUMENT - ICAO - RWY 15 RNAV PUGER 2M NIREN 2M KAKAK 2M PULIP 2M SAROX 2M GUPTA 2M SALAX 2M                       | AD 2-WMSA-7-3  |
| STANDARD ARRIVAL CHART INSTRUMENT - ICAO - RWY 15 RNAV PUGER 2M NIREN 2M KAKAK 2M PULIP 2M SAROX 2M GUPTA 2M SALAX 2M (TABULAR 1)           | AD 2-WMSA-7-4  |
| STANDARD ARRIVAL CHART INSTRUMENT - ICAO - RWY 15 RNAV PUGER 2M NIREN 2M KAKAK 2M PULIP 2M SAROX 2M GUPTA 2M SALAX 2M (TABULAR 2)           | AD 2-WMSA-7-5  |
| STANDARD ARRIVAL CHART INSTRUMENT - ICAO - RWY 15 RNAV PUGER 2M NIREN 2M KAKAK 2M PULIP 2M SAROX 2M GUPTA 2M SALAX 2M (TABULAR 3)           | AD 2-WMSA-7-6  |
| STANDARD ARRIVAL CHART INSTRUMENT - ICAO - RWY 15 RNAV PUGER 2M NIREN 2M KAKAK 2M PULIP 2M SAROX 2M GUPTA 2M SALAX 2M (TABULAR 4)           | AD 2-WMSA-7-7  |
| STANDARD ARRIVAL CHART INSTRUMENT - ICAO - RWY 15 RNAV PUGER 2M NIREN 2M KAKAK 2M PULIP 2M SAROX 2M GUPTA 2M SALAX 2M (TABULAR 5)           | AD 2-WMSA-7-8  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 15 ILS OR LOC                                                                                        | AD 2-WMSA-8-1  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 15 ILS OR LOC (TABULAR 1)                                                                            | AD 2-WMSA-8-2  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 15 NDB                                                                                               | AD 2-WMSA-8-3  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 15 NDB (TABULAR 1)                                                                                   | AD 2-WMSA-8-4  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 15 RNP Y                                                                                             | AD 2-WMSA-8-5  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 15 RNP Y (TABULAR 1)                                                                                 | AD 2-WMSA-8-6  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 33 RNP Y                                                                                             | AD 2-WMSA-8-7  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 33 RNP Y (TABULAR 1)                                                                                 | AD 2-WMSA-8-8  |

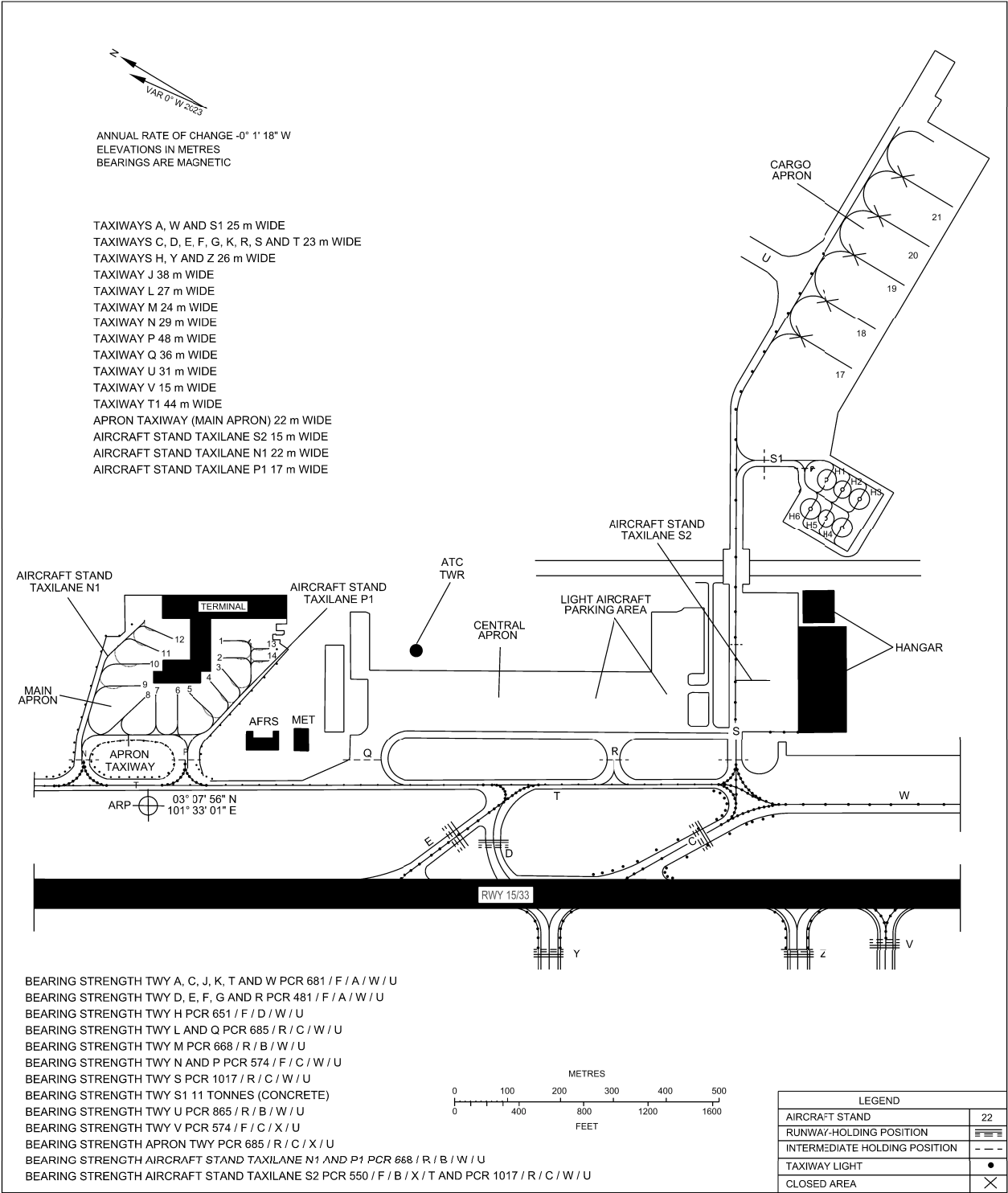
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AIRCRAFT PARKING /  
DOCKING CHART - ICAO

APRONELEV  
17 m

|      |                |
|------|----------------|
| ACD  | 120.45         |
| SMC  | 121.9          |
| TWR  | 118.2          |
| APP  | 124.2, 118.65, |
|      | 135.25         |
| FIS  | 126.1          |
| ATIS | 127.6          |

SUBANG / SULTAN  
ABDUL AZIZ SHAH AIRPORT



AIRCRAFT PARKING /  
DOCKING CHART - ICAO

APRON ELEV  
17 m

SUBANG / SULTAN  
ABDUL AZIZ SHAH AIRPORT

| AIRCRAFT PARKING / DOCKING STAND POSITION |                  |                   |                          |                                         |
|-------------------------------------------|------------------|-------------------|--------------------------|-----------------------------------------|
| INS COORDINATES FOR AIRCRAFT STANDS       |                  |                   | SURFACE & STRENGTH       | AIRCRAFT TYPE                           |
| 1                                         | 03° 07' 57.81" N | 101° 33' 11.69" E | PCR 444 / F / C / W / T  | AT75/AT76/DHC6                          |
| 2                                         | 03° 07' 57.28" N | 101° 33' 10.79" E | PCR 444 / F / C / W / T  | AT75/AT76/DHC6                          |
| 3                                         | 03° 07' 57.04" N | 101° 33' 10.18" E | PCR 444 / F / C / W / T  | AT75/AT76/DHC6                          |
| 4                                         | 03° 07' 57.23" N | 101° 33' 09.15" E | PCR 444 / F / C / W / T  | AT75/AT76/DHC6                          |
| 5                                         | 03° 07' 58.00" N | 101° 33' 07.88" E | PCR 670 / F / C / W / T  | B38M/B738/A21N/E295/A20N/A320/AT75/AT76 |
| 6                                         | 03° 07' 58.62" N | 101° 33' 07.42" E | PCR 685 / F / C / W / T  | B38M/B738/A21N/E295/A20N/A320/AT75/AT76 |
| 7                                         | 03° 07' 59.76" N | 101° 33' 06.75" E | PCR 710 / F / C / W / T  | B38M/B738/A21N/E295/A20N/A320/AT75/AT76 |
| 8                                         | 03° 08' 00.26" N | 101° 33' 06.28" E | PCR 1220 / F / C / W / T | B38M/B738/A21N/E295/A20N/A320/AT75/AT76 |
| 9                                         | 03° 08' 00.87" N | 101° 33' 06.76" E | PCR 916 / F / C / W / T  | B38M/B738/A21N/E295/A20N/A320/AT75/AT76 |
| 10                                        | 03° 08' 01.04" N | 101° 33' 08.20" E | PCR 929 / F / C / W / T  | B38M/B738/A21N/E295/A20N/A320/AT75/AT76 |
| 11                                        | 03° 08' 00.94" N | 101° 33' 09.14" E | PCN 675 / F / C / W / T  | AT75/AT76/DHC6                          |
| 12                                        | 03° 08' 00.58" N | 101° 33' 10.23" E | PCR 444 / F / C / W / T  | AT75/AT76/DHC6                          |
| 13                                        | 03° 07' 55.19" N | 101° 33' 12.69" E | 5670 kg/0.50 MPa         | DHC6                                    |
| 14                                        | 03° 07' 54.81" N | 101° 33' 12.06" E | 5670 kg/0.50 MPa         | DHC6                                    |
| H1                                        | 03° 07' 30.08" N | 101° 33' 39.86" E | CONCRETE - 11 TONNES     | HELICOPTER (EC 725)                     |
| H2                                        | 03° 07' 28.91" N | 101° 33' 39.88" E | CONCRETE - 6 TONNES      | HELICOPTER (AW 139)                     |
| H3                                        | 03° 07' 27.72" N | 101° 33' 39.88" E | CONCRETE - 11 TONNES     | HELICOPTER (EC 725)                     |
| H4                                        | 03° 07' 27.71" N | 101° 33' 37.86" E | CONCRETE - 11 TONNES     | HELICOPTER (EC 725)                     |
| H5                                        | 03° 07' 28.90" N | 101° 33' 37.85" E | CONCRETE - 6 TONNES      | HELICOPTER (AW 139)                     |
| H6                                        | 03° 07' 30.07" N | 101° 33' 37.84" E | CONCRETE - 11 TONNES     | HELICOPTER (EC 725)                     |

## WMAP AD 2.1 AERODROME LOCATION INDICATOR AND NAME

## WMAP - KLUANG

## WMAP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

|   |                                                                                   |                                                                                                                                                                                                                                                                                                                                 |
|---|-----------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | ARP coordinates and site at AD                                                    | 020238N 1031827E                                                                                                                                                                                                                                                                                                                |
| 2 | Direction and distance from (city)                                                | DIST 3 km North of Kluang City                                                                                                                                                                                                                                                                                                  |
| 3 | Elevation/Reference temperature                                                   | 142 ft (43 m)                                                                                                                                                                                                                                                                                                                   |
| 4 | Geoid undulation at AD ELEV PSN                                                   | Not available                                                                                                                                                                                                                                                                                                                   |
| 5 | MAG VAR/Annual change                                                             | Not available                                                                                                                                                                                                                                                                                                                   |
| 6 | AD operator, address, telephone, telefax, e-mail address, AFS and website address | <p>Operator:</p> <p>Regiment 881 Army Aviation ,<br/>Mahkota Camp,<br/>86000 Kluang,<br/>Johor</p> <p>TEL: (+607) 7082 782 (Direct)<br/>(+607) 7082 083 (+607) 7082 081 (Ops Room)<br/>(+607) 7788 000 (Operator)</p> <p>Telefax: (+607) 7732 318</p> <p>e-mail: wmap881skn@gmail.com</p> <p>AFS: WMAPYXYX</p> <p>Http: NIL</p> |
| 7 | Types of traffic permitted (IFR/VFR)                                              | VFR                                                                                                                                                                                                                                                                                                                             |
| 8 | Remarks                                                                           | NIL                                                                                                                                                                                                                                                                                                                             |

## WMAP AD 2.3 OPERATIONAL HOURS

|    |                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|----|----------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1  | AD Operator                | <p>Aerodrome operating hours:</p> <p>a) Aerodrome Control Services:</p> <p>i. 2300 - 1030: MON - FRI</p> <p>ii. H24 PPR: SAT, SUN and Public Holiday</p> <p>b) Flight Information Services (FIS):</p> <p>i. 2300 - 1030 or until end of local base flying activities: MON - FRI</p> <p>ii. H24 PPR: SAT, SUN and Public Holiday</p> <p>iii. Outside the Promulgated Operation Hours: Service will be provided by Lumpur FIS and Johor Tower.</p> |
| 2  | Customs and immigration    | NIL                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 3  | Health and sanitation      | NIL                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 4  | AIS Briefing Office        | NIL                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 5  | ATS Reporting Office (ARO) | NIL                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 6  | MET Briefing Office        | H24                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 7  | ATS                        | NIL                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 8  | Fuelling                   | Not available for civil ACFT.                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 9  | Handling                   | NIL                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 10 | Security                   | H24                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 11 | De-icing                   | NIL                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 12 | Remarks                    | <p>Saturday, Sunday and Public Holidays: 24 hours PPR for Non Malaysian Army aircraft. For Civil Malaysian registered aircraft, request through Army Aviation Directorate, MINDEF Kuala Lumpur 48 hours PN.</p> <p>Telefax : (+60) 3 269 14218</p>                                                                                                                                                                                               |

**WMAP AD 2.4 HANDLING SERVICES AND FACILITIES**

|   |                                         |                   |
|---|-----------------------------------------|-------------------|
| 1 | Cargo-handling facilities               | NIL               |
| 2 | Fuel/oil types                          | AVTUR             |
| 3 | Fuelling facilities/capacity            | Bowser / 11 365 L |
| 4 | De-icing facilities                     | NIL               |
| 5 | Hangar space for visiting aircraft      | NIL               |
| 6 | Repair facilities for visiting aircraft | NIL               |
| 7 | Remarks                                 | NIL               |

**WMAP AD 2.5 PASSENGER FACILITIES**

|   |                      |         |
|---|----------------------|---------|
| 1 | Hotels               | In town |
| 2 | Restaurants          | In town |
| 3 | Transportation       | In town |
| 4 | Medical facilities   | In town |
| 5 | Bank and Post Office | In town |
| 6 | Tourist Office       | In town |
| 7 | Remarks              | NIL     |

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

|   |                                             |                                                                                                                                    |
|---|---------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------|
| 1 | AD category for fire fighting               | Available: CAT 4                                                                                                                   |
| 2 | Rescue equipment                            | Military Standard                                                                                                                  |
| 3 | Capability for removal of disabled aircraft | Military Standard                                                                                                                  |
| 4 | Remarks                                     | All Airport fire & Rescue Service (AFRS) personnel are to be well trained in rescue and firefighting as well as medical first aid. |

**WMAP AD 2.7 SEASONAL AVAILABILITY - CLEARING**

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

**WMAP AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA**

|   |                                             |                                                                                                                                                                                |
|---|---------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Apron surface and strength                  | Northern Dispersal consist of 14 numbered parking bays.<br>Surface : Asphalt<br><br>Southern Dispersal are numbered from 15 to 18.<br>Surface : Asphalt                        |
| 2 | Taxiway width, surface and strength         | Northern Taxiway joint the Northern Dispersal with the runway.<br>Surface : Asphalt<br><br>Southern Taxiway joint the Southern Dispersal with the runway.<br>Surface : Asphalt |
| 3 | Altimeter checkpoint location and elevation | NIL                                                                                                                                                                            |
| 4 | VOR checkpoints                             | NIL                                                                                                                                                                            |
| 5 | INS checkpoints                             | NIL                                                                                                                                                                            |

|   |         |     |
|---|---------|-----|
| 6 | Remarks | NIL |
|---|---------|-----|

**WMAP 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 | Numbered parking bays.                                                                                                                            |
| 2 | RWY and TWY markings and LGT                                                                                  | RWY : Designation, threshold, landing point<br>RWY LGT : NIL<br>TWY : Taxi side stripe, runway holding position and parking bay.<br>RWY LGT : NIL |
| 3 | Stop bars                                                                                                     | NIL                                                                                                                                               |
| 4 | Remarks                                                                                                       | NIL                                                                                                                                               |

**WMAP AD 2.10 AERODROME OBSTACLES**

| In Area 2               |             |                         |             |                                            |         |
|-------------------------|-------------|-------------------------|-------------|--------------------------------------------|---------|
| OBST ID/<br>Designation | OBST type   | OBST position           | ELEV/HGT    | Marking/Type,<br>colour, lighting<br>(LGT) | Remarks |
| a                       | b           | c                       | d           | e                                          | f       |
| WMAPOB001               | Aerial Mast | 020205.7N<br>1031842.0E | 296 ft AMSL | Marked and LGTD                            | NIL     |
| WMAPOB002               | Aerial Mast | 020202.7N<br>1031843.0E | 370 ft AMSL | Not LGTD                                   | NIL     |
| WMAPOB003               | Aerial Mast | 020042.7N<br>1031617.0E | 297 ft AMSL | LGTD                                       | NIL     |
| WMAPOB004               | Trans Mast  | 020039.7N<br>1031629.0E | 350 ft AMSL | Not LGTD                                   | NIL     |
| WMAPOB005               | Aerial Mast | 015931.7N<br>1031539.0E | 417 ft AMSL | Painted red and<br>white and lighted.      | NIL     |
| WMAPOB006               | Aerial Mast | 015454.7N<br>1031100.1E | 279 ft AMSL | NIL                                        | NIL     |

| In Area 3               |           |               |          |                                            |         |
|-------------------------|-----------|---------------|----------|--------------------------------------------|---------|
| OBST ID/<br>Designation | OBST type | OBST position | ELEV/HGT | Marking/Type,<br>colour, lighting<br>(LGT) | Remarks |
| a                       | b         | c             | d        | e                                          | f       |
| NIL                     | NIL       | NIL           | NIL      | NIL                                        | NIL     |

**WMAP AD 2.11 METEOROLOGICAL INFORMATION PROVIDED**

|   |                                                               |                                       |
|---|---------------------------------------------------------------|---------------------------------------|
| 1 | Associated MET Office                                         | AMS KLUANG                            |
| 2 | Hours of service<br>MET Office outside hours                  | H24                                   |
| 3 | Office responsible for TAF preparation<br>Periods of validity | AMO KLIA<br>H24 (0024 0606 1212 1818) |

|    |                                                                        |                                                                     |
|----|------------------------------------------------------------------------|---------------------------------------------------------------------|
| 4  | Trend forecast<br>Interval of issuance                                 | -                                                                   |
| 5  | Briefing/consultation provided                                         | NIL                                                                 |
| 6  | Flight documentation<br>Language(s) used                               | Charts, Tabular Form and Abbreviated Plain Language Text<br>English |
| 7  | Charts and other information available for briefing or<br>consultation | No briefing and consultation but charts available upon request      |
| 8  | Supplementary equipment available for providing<br>information         | Aviation Self-Briefing Terminal - ABT (Internet)                    |
| 9  | ATS units provided with information                                    | Kluang APP/TWR                                                      |
| 10 | Additional information (limitation of service, etc.)                   | TEL: +607 - 7727177<br>Telefax: +607 - 7727177                      |

**WMAP AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS**

| Designations<br>RWY NR | True BRG | Dimensions of<br>RWY (m) | Strength of the<br>pavement classification<br>number (PCN) and<br>surface of RWY and<br>SWY | THR coordinates<br>RWY end<br>coordinates<br>THR geoid<br>undulation | THR elevation and highest<br>elevation of TDZ of<br>precision APP RWY |
|------------------------|----------|--------------------------|---------------------------------------------------------------------------------------------|----------------------------------------------------------------------|-----------------------------------------------------------------------|
| 1                      | 2        | 3                        | 4                                                                                           | 5                                                                    | 6                                                                     |
| 05                     | NIL      | 1250 x 37                | Grass                                                                                       | NIL                                                                  | NIL                                                                   |
| 23                     | NIL      | 1250 x 37                | Grass                                                                                       | NIL                                                                  | NIL                                                                   |

| Designations<br>RWY NR | Slope of RWY-SWY | SWY dimensions (m) | Clearway (CWY)<br>dimensions (m) | Strip dimensions (m) | Dimensions of<br>runway end safety<br>areas |
|------------------------|------------------|--------------------|----------------------------------|----------------------|---------------------------------------------|
| 1                      | 7                | 8                  | 9                                | 10                   | 11                                          |
| 05                     | NIL              | NIL                | NIL                              | NIL                  | NIL                                         |
| 23                     | NIL              | NIL                | NIL                              | NIL                  | NIL                                         |

| Designations<br>RWY NR | Location and description of engineering<br>material arresting system (EMAS) | OFZ | Remarks                                                                                                                                                                                                                                                                                                                                            |
|------------------------|-----------------------------------------------------------------------------|-----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1                      | 12                                                                          | 12  | 13                                                                                                                                                                                                                                                                                                                                                 |
| 05                     | NIL                                                                         | NIL | Concrete RWY Number protruding approximately 4 in<br>above the ground. On the centre at the beginning of<br>RWY 05/23 painted white. Area measuring 16 ft by<br>11 ft.<br>Width of No: 1.5 ft.<br>Grass strip restricted for Helicopter operations only<br>due to nil LCN and soggy areas. For emergency<br>purpose, aircraft at pilot discretion. |
| 23                     | NIL                                                                         | NIL |                                                                                                                                                                                                                                                                                                                                                    |

**WMAP AD 2.13 DECLARED DISTANCES**

| RWY<br>Designator | TORA<br>(m) | TODA<br>(m) | ASDA<br>(m) | LDA<br>(m) | Remarks |
|-------------------|-------------|-------------|-------------|------------|---------|
| 1                 | 2           | 3           | 4           | 5          | 6       |
| 05                | N/A         | N/A         | N/A         | N/A        | NIL     |
| 23                | N/A         | N/A         | N/A         | N/A        | NIL     |

## WMAP AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY Designator | APCH LGT type<br>LEN INTST | THR LGT colour<br>WBAR | VASIS (MEHT)<br>PAPI | TDZ, LGT<br>LEN | RWY Centre Line LGT<br>Length, spacing, colour, INTST | RWY edge LGT<br>LEN, spacing, colour INTST | RWY End LGT<br>colour WBAR | SWY LGT<br>LEN (m) colour | Remarks |
|----------------|----------------------------|------------------------|----------------------|-----------------|-------------------------------------------------------|--------------------------------------------|----------------------------|---------------------------|---------|
| 1              | 2                          | 3                      | 4                    | 5               | 6                                                     | 7                                          | 8                          | 9                         | 10      |
| 05             | N/A                        | N/A                    | N/A                  | N/A             | N/A                                                   | N/A                                        | N/A                        | N/A                       | NIL     |
| 23             | N/A                        | N/A                    | N/A                  | N/A             | N/A                                                   | N/A                                        | N/A                        | N/A                       | NIL     |

## WMAP AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

|   |                                                         |                                                                                                   |
|---|---------------------------------------------------------|---------------------------------------------------------------------------------------------------|
| 1 | ABN/IBN location, characteristics and operational hours | NIL                                                                                               |
| 2 | LDI location and LGT<br>Anemometer location and LGT     | LDI : NIL<br>Anemometer : Wind-direction indicator (WDI) located on the top of control tower.     |
| 3 | TWY edge dan centre line lighting                       | NIL                                                                                               |
| 4 | Secondary power supply/switch-over time                 | Secondary power supply for control tower and communication system supported by generator (30 kVA) |
| 5 | Remarks                                                 | NIL                                                                                               |

## WMAP AD 2.16 HELICOPTER LANDING AREA

|   |                                                           |     |
|---|-----------------------------------------------------------|-----|
| 1 | Coordinates TLOF or THR of FATO<br>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 |

## WMAP AD 2.17 ATS AIRSPACE

|   |                                   |                      |
|---|-----------------------------------|----------------------|
| 1 | Designation and lateral limits    | NIL                  |
| 2 | Vertical limits                   | SFC to 3 500 ft AMSL |
| 3 | Airspace classification           | Class C              |
| 4 | ATS unit call sign<br>Language(s) | KLUANG TOWER         |
| 5 | Transition altitude               | NIL                  |
| 6 | Remarks                           | Military aerodrome   |

**WMAP AD 2.18 ATS COMMUNICATION FACILITIES**

| Service designation | Call sign    | Frequency   | Hours of operation | Remarks                                   |
|---------------------|--------------|-------------|--------------------|-------------------------------------------|
| 1                   | 2            | 3           | 4                  | 5                                         |
| SMC                 | KLUANG TOWER | 128.300 MHz | -                  | For circuit purposes                      |
| FIS                 | KLUANG TOWER | 122.400 MHz | -                  | For WMR225, WMR226 and transit aircrafts. |
| -                   | -            | 278.000 MHz | -                  | Military standby frequency.               |
| -                   | -            | 243.000 MHz | -                  | Emergency frequency.                      |

**WMAP 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 | Service volume radius from the GBAS reference point | Remarks |
|--------------------------------------------------------------------------|-----|-----------|--------------------|----------------------------------------------|---------------------------------------|-----------------------------------------------------|---------|
| 1                                                                        | 2   | 3         | 4                  | 5                                            | 6                                     | 7                                                   | 8       |
| NIL                                                                      | NIL | NIL       | NIL                | NIL                                          | NIL                                   | NIL                                                 | NIL     |

**WMAP AD 2.20 LOCAL AERODROME REGULATIONS**

**2.20.1 LOCAL FLYING RESTRICTIONS**

**2.20.1.1 Circuit Pattern**

- a) RWY 23 Right Hand circuit.
- b) RWY 05 Left Hand circuit.

**2.20.1.2 Outbound and inbound procedures**

- a) Traffic proceeding to the training area (outbound) shall leave the circuit at 1000 ft.
- b) Traffic from the training area (inbound) are to maintain 1500 ft and track via the established routes and reporting points.

**2.20.1.3 Departures and arrival procedures**

**2.20.1.3.1 Departures and arrival procedures specified MATS Part 6 and ICAO DOC 4444 Part 4 apply at Pasukan Udara Tentera Darat (PUTD) Kluang:**

- i. Departure – visual.  
All departure to the training area shall be Visual Departure unless otherwise stated.
- ii. Arrival – visual.  
Normal Rejoin. The standard circuit joining procedure is as follows:
  - a) Aircraft will position overhead the aerodrome at 2,500 ft subject to remaining in VMC;
  - b) Route to the non-active side and thereafter descend to circuit height when cleared;
  - c) Cross the upwind end of the runway-in-use at circuit height; and
  - d) Position accordingly into the traffic pattern at downwind.

**WMAP AD 2.21 NOISE ABATEMENT PROCEDURES**

NIL

**WMAP AD 2.22 FLIGHT PROCEDURES**

NIL

**WMAP AD 2.23 ADDITIONAL INFORMATION**

2.23.1. Non-military aircraft are prohibited to transit/overfly the airspace within 3 NM radius of ARP 020238N 1031837E, 2 000 ft and below.

2.23.2. No refuelling facilities for civil aircraft.

2.23.3. The designated with the adjacent ATSU area as follows:

- a) WMKM – Batu Pahat and Pagoh.
- b) WMKJ – Simpang Renggam and Batu Pahat.
- c) FIS – Labis and Segamat.
- d) WMBT – Mersing and Padang Endau..

**WMAP AD 2.24 CHARTS RELATED TO AN AERODROME**

NIL

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## WBGB AD 2.24 CHARTS RELATED TO AN AERODROME

| Chart name                                                                                                                                | Page           |
|-------------------------------------------------------------------------------------------------------------------------------------------|----------------|
| AERODROME/HELIPORT CHART - ICAO                                                                                                           | AD 2-WBGB-2-1  |
| AIRCRAFT PARKING/DOCKING CHART - ICAO                                                                                                     | AD 2-WBGB-2-3  |
| AIRCRAFT PARKING/DOCKING CHART - ICAO TABULAR 1                                                                                           | AD 2-WBGB-2-4  |
| AERODROME GROUND MOVEMENT CHART - ICAO                                                                                                    | AD 2-WBGB-2-5  |
| AERODROME OBSTACLE CHART - ICAO - TYPE A (OPERATING LIMITATIONS)                                                                          | AD 2-WBGB-3-1  |
| BINTULU CONTROL ZONE AND HOLDING AREAS                                                                                                    | AD 2-WBGB-4-1  |
| STANDARD DEPARTURE CHART INSTRUMENT (SID) – ICAO – RWY 17 RNAV (GNSS) – EKETO 1A DUNAS 1A NOKER 1A BENLI 1A BASUV 1A ADGAB 1A             | AD 2-WBGB-6-1  |
| STANDARD DEPARTURE CHART INSTRUMENT (SID) – ICAO – RWY 17 RNAV (GNSS) – EKETO 1A DUNAS 1A NOKER 1A BENLI 1A BASUV 1A ADGAB 1A (TABULAR 1) | AD 2-WBGB-6-2  |
| STANDARD DEPARTURE CHART INSTRUMENT (SID) – ICAO – RWY 17 RNAV (GNSS) – EKETO 1A DUNAS 1A NOKER 1A BENLI 1A BASUV 1A ADGAB 1A (TABULAR 2) | AD 2-WBGB-6-3  |
| STANDARD DEPARTURE CHART INSTRUMENT (SID) – ICAO – RWY 17 – EKETO 1B DUNAS 1B NOKER 1B BENLI 1B BASUV 1B ADGAB 1B                         | AD 2-WBGB-6-5  |
| STANDARD DEPARTURE CHART INSTRUMENT (SID) – ICAO – RWY 17 – EKETO 1B DUNAS 1B NOKER 1B BENLI 1B BASUV 1B ADGAB 1B (TABULAR 1)             | AD 2-WBGB-6-6  |
| STANDARD DEPARTURE CHART INSTRUMENT (SID) – ICAO – RWY 35 RNAV (GNSS) – EKETO 2C DUNAS 2C NOKER 2C BENLI 2C BASUV 2C ADGAB 2C             | AD 2-WBGB-6-7  |
| STANDARD DEPARTURE CHART INSTRUMENT (SID) – ICAO – RWY 35 RNAV (GNSS) – EKETO 2C DUNAS 2C NOKER 2C BENLI 2C BASUV 2C ADGAB 2C (TABULAR 1) | AD 2-WBGB-6-8  |
| STANDARD DEPARTURE CHART INSTRUMENT (SID) – ICAO – RWY 35 RNAV (GNSS) – EKETO 2C DUNAS 2C NOKER 2C BENLI 2C BASUV 2C ADGAB 2C (TABULAR 2) | AD 2-WBGB-6-9  |
| STANDARD DEPARTURE CHART INSTRUMENT (SID) – ICAO – RWY 35 – EKETO 2D DUNAS 2D NOKER 2D BENLI 2D BASUV 2D ADGAB 2D                         | AD 2-WBGB-6-11 |
| STANDARD DEPARTURE CHART INSTRUMENT (SID) – ICAO – RWY 35 – EKETO 2D DUNAS 2D NOKER 2D BENLI 2D BASUV 2D ADGAB 2D (TABULAR 1)             | AD 2-WBGB-6-12 |
| STANDARD ARRIVAL CHART INSTRUMENT (STAR) – ICAO – RWY 17 RNAV (GNSS) – EKETO 1E DUNAS 1E NOKER 1E BENLI 1E BASUV 1E ADGAB 1E              | AD 2-WBGB-7-1  |
| STANDARD ARRIVAL CHART INSTRUMENT (STAR) – ICAO – RWY 17 RNAV (GNSS) – EKETO 1E DUNAS 1E NOKER 1E BENLI 1E BASUV 1E ADGAB 1E (TABULAR 1)  | AD 2-WBGB-7-2  |
| STANDARD ARRIVAL CHART INSTRUMENT (STAR) – ICAO – RWY 17 RNAV (GNSS) – EKETO 1E DUNAS 1E NOKER 1E BENLI 1E BASUV 1E ADGAB 1E (TABULAR 2)  | AD 2-WBGB-7-3  |
| STANDARD ARRIVAL CHART INSTRUMENT (STAR) – ICAO – RWY 17 – EKETO 1F DUNAS 1F NOKER 1F BENLI 1F BASUV 1F ADGAB 1F                          | AD 2-WBGB-7-5  |
| STANDARD ARRIVAL CHART INSTRUMENT (STAR) – ICAO – RWY 17 – EKETO 1F DUNAS 1F NOKER 1F BENLI 1F BASUV 1F ADGAB 1F (TABULAR 1)              | AD 2-WBGB-7-6  |
| STANDARD ARRIVAL CHART INSTRUMENT (STAR) – ICAO – RWY 35 RNAV (GNSS) – EKETO 1G DUNAS 1G NOKER 1G BENLI 1G BASUV 1G ADGAB 1G              | AD 2-WBGB-7-7  |
| STANDARD ARRIVAL CHART INSTRUMENT (STAR) – ICAO – RWY 35 RNAV (GNSS) – EKETO 1G DUNAS 1G NOKER 1G BENLI 1G BASUV 1G ADGAB 1G (TABULAR 1)  | AD 2-WBGB-7-8  |
| STANDARD ARRIVAL CHART INSTRUMENT (STAR) – ICAO – RWY 35 RNAV (GNSS) – EKETO 1G DUNAS 1G NOKER 1G BENLI 1G BASUV 1G ADGAB 1G (TABULAR 2)  | AD 2-WBGB-7-9  |
| STANDARD ARRIVAL CHART INSTRUMENT (STAR) – ICAO – RWY 35 – EKETO 1H DUNAS 1H NOKER 1H BENLI 1H BASUV 1H ADGAB 1H                          | AD 2-WBGB-7-11 |
| STANDARD ARRIVAL CHART INSTRUMENT (STAR) – ICAO – RWY 35 – EKETO 1H DUNAS 1H NOKER 1H BENLI 1H BASUV 1H ADGAB 1H (TABULAR 1)              | AD 2-WBGB-7-12 |
| INSTRUMENT APPROACH CHART - ICAO- RWY 17 ILS OR LOC                                                                                       | AD 2-WBGB-8-1  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 17 ILS OR LOC (TABULAR 1)                                                                          | AD 2-WBGB-8-2  |
| INSTRUMENT APPROACH CHART – ICAO – RWY 17 RNP Z (AR)                                                                                      | AD 2-WBGB-8-3  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 17 RNP Z (AR) (TABULAR 1)                                                                          | AD 2-WBGB-8-4  |
| INSTRUMENT APPROACH CHART - ICAO– RWY 17 RNP Z (AR) (TABULAR 2)                                                                           | AD 2-WBGB-8-5  |
| INSTRUMENT APPROACH CHART - ICAO- RWY 17 RNP Y                                                                                            | AD 2-WBGB-8-7  |
| INSTRUMENT APPROACH CHART - ICAO- RWY 17 RNP Y (TABULAR 1)                                                                                | AD 2-WBGB-8-8  |
| INSTRUMENT APPROACH CHART - ICAO- RWY 17 VOR                                                                                              | AD 2-WBGB-8-9  |

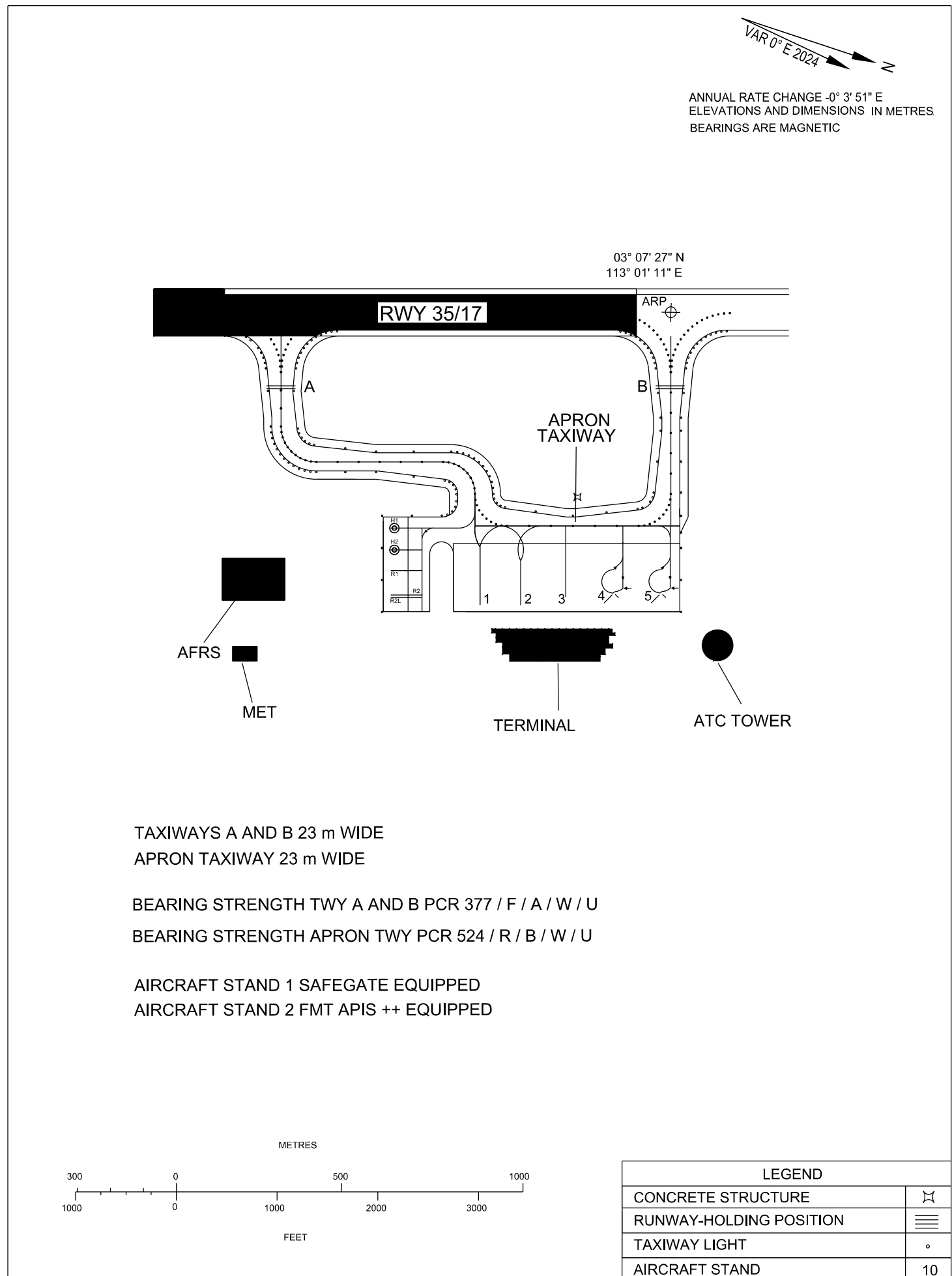
| Chart name                                                       | Page           |
|------------------------------------------------------------------|----------------|
| INSTRUMENT APPROACH CHART - ICAO- RWY 17 VOR (TABULAR 1)         | AD 2-WBGB-8-10 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 35 RNP Z (AR)             | AD 2-WBGB-8-11 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 35 RNP Z (AR) (TABULAR 1) | AD 2-WBGB-8-12 |
| INSTRUMENT APPROACH CHART - ICAO- RWY 35 RNP Z (AR) (TABULAR 2)  | AD 2-WBGB-8-13 |
| INSTRUMENT APPROACH CHART - ICAO- RWY 35 RNP Y                   | AD 2-WBGB-8-15 |
| INSTRUMENT APPROACH CHART - ICAO- RWY 35 RNP Y (TABULAR 1)       | AD 2-WBGB-8-16 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 35 VOR                    | AD 2-WBGB-8-17 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 35 VOR (TABULAR 1)        | AD 2-WBGB-8-18 |

## AIRCRAFT PARKING / DOCKING CHART - ICAO

APRON ELEV  
19 m

|         |            |
|---------|------------|
| TWR/APP | 122.30 (P) |
|         | 119.25 (S) |
|         | 121.5      |
| SMC     | 121.8      |
| ATIS    | 127.8      |

**BINTULU /  
BINTULU AIRPORT**



**CHANGES:** MOVE THE AIRCRAFT PARKING DOCKING STAND POSITION TABLE TO THE NEXT PAGE

AIRCRAFT PARKING /  
DOCKING CHART - ICAO

APRON ELEV  
19 m

BINTULU /  
BINTULU AIRPORT

| AIRCRAFT PARKING / DOCKING STAND POSITION |                                     |                   |                         |                        |
|-------------------------------------------|-------------------------------------|-------------------|-------------------------|------------------------|
| BAY<br>NUMBER                             | INS COORDINATES FOR AIRCRAFT STANDS |                   | SURFACE & STRENGTH      | AIRCRAFT TYPE          |
| 1                                         | 03° 07' 22.27" N                    | 113° 01' 24.53" E | PCR 539 / R / C / X / U | B38M, B739, B738, A320 |
| 2                                         | 03° 07' 23.96" N                    | 113° 01' 23.96" E | PCR 539 / R / C / X / U | B38M, B739, B738, A320 |
| 3                                         | 03° 07' 25.35" N                    | 113° 01' 23.44" E | PCR 539 / R / C / X / U | B38M, B738, A320, AT75 |
| 4                                         | 03° 07' 27.25" N                    | 113° 01' 22.65" E | PCR 150 / R / C / X / U | AT75                   |
| 5                                         | 03° 07' 29.20" N                    | 113° 01' 22.22" E | PCR 150 / R / C / X / U | AT75                   |
| R1                                        | 03° 07' 18.37" N                    | 113° 01' 23.55" E | PCR 119 / F / B / W / U | CL60                   |
| R2                                        | 03° 07' 18.56" N                    | 113° 01' 24.41" E | PCR 119 / F / B / W / U | CL60                   |
| R2L                                       | 03° 07' 18.58" N                    | 113° 01' 24.48" E | PCR 119 / F / B / W / U | CN35                   |
| H1                                        | 03° 07' 18.18" N                    | 113° 01' 21.79" E | 3 TONNES (ASPHALT)      | EC135                  |
| H2                                        | 03° 07' 18.36" N                    | 113° 01' 22.62" E | 3 TONNES (ASPHALT)      | EC135                  |

## WBGG AD 2.24 CHARTS RELATED TO AN AERODROME

| Chart name                                                                                                       | Page           |
|------------------------------------------------------------------------------------------------------------------|----------------|
| AERODROME/HELIPORT CHART - ICAO                                                                                  | AD 2-WBGG-2-1  |
| AIRCRAFT PARKING/DOCKING CHART - ICAO                                                                            | AD 2-WBGG-2-3  |
| AIRCRAFT PARKING / DOCKING CHART - ICAO (TABULAR 1)                                                              | AD 2-WBGG-2-4  |
| AERODROME GROUND MOVEMENT CHART - ICAO                                                                           | AD 2-WBGG-2-5  |
| AERODROME OBSTACLE CHART - ICAO - TYPE A                                                                         | AD 2-WBGG-3-1  |
| KUCHING CONTROL ZONE                                                                                             | AD 2-WBGG-4-1  |
| IFR HOLDING AREAS                                                                                                | AD 2-WBGG-4-3  |
| ATC SURVEILLANCE MINIMUM ALTITUDE CHART                                                                          | AD 2-WBGG-4-5  |
| STANDARD RADAR DEPARTURE - RWY 25/07                                                                             | AD 2-WBGG-6-1  |
| STANDARD DEPARTURE CHART - ICAO - RWY 07 (RNAV) ESBAL 1K DEP MOXUN 1J DEP TEMES 1H DEP (VIA PEGDU)               | AD 2-WBGG-6-3  |
| STANDARD DEPARTURE CHART - ICAO - RWY 07 (RNAV) - ESBAL 1K DEP MOXUN 1J DEP TEMES 1H DEP (VIA PEGDU) (TABULAR 1) | AD 2-WBGG-6-4  |
| STANDARD DEPARTURE CHART - ICAO - RWY 07 (RNAV) OROMA 1H DEP LUTMO 1H DEP KIKAK 1J DEP                           | AD 2-WBGG-6-5  |
| STANDARD DEPARTURE CHART - ICAO - RWY 07 (RNAV) OROMA 1H DEP LUTMO 1H DEP KIKAK 1J DEP (TABULAR 1)               | AD 2-WBGG-6-6  |
| STANDARD DEPARTURE CHART - ICAO - RWY 25 (RNAV) AGTEB 1A OLTOB 1B OLTOB 1A IDUNO 1A                              | AD 2-WBGG-6-7  |
| STANDARD DEPARTURE CHART - ICAO - RWY 25 (RNAV) AGTEB 1A OLTOB 1B OLTOB 1A IDUNO 1A (TABULAR 1)                  | AD 2-WBGG-6-8  |
| STANDARD DEPARTURE CHART - ICAO - RWY 25 KIKAK 1C DEP KIKAK 1D DEP LUTMO 1C DEP LUTMO 1D DEP OROMA 1C DEP        | AD 2-WBGG-6-9  |
| STANDARD DEPARTURE CHART - ICAO - RWY 07 (RNAV) PAPSA 1G MOXUN 1H ESBAL 1J DEP (VIA RUNVO)                       | AD 2-WBGG-6-11 |
| STANDARD DEPARTURE CHART - ICAO - RWY 07 (RNAV) PAPSA 1G MOXUN 1H ESBAL 1J DEP (VIA RUNVO) (TABULAR 1)           | AD 2-WBGG-6-12 |
| STANDARD DEPARTURE CHART - ICAO - RWY 07 MOXUN 1K DEP TEMES 1J DEP PAPSA 1H DEP ESBAL 1L DEP                     | AD 2-WBGG-6-13 |
| STANDARD DEPARTURE CHART - ICAO - RWY 07 OROMA 1J DEP KIKAK 1K DEP LUTMO 1J DEP                                  | AD 2-WBGG-6-15 |
| STANDARD DEPARTURE CHART - ICAO - RWY 25 (RNAV) TEMES 1D DEP MOXUN 1D DEP ESBAL 1E DEP PAPSA 1C DEP              | AD 2-WBGG-6-17 |
| STANDARD DEPARTURE CHART - ICAO - RWY 25 (RNAV) TEMES 1D DEP MOXUN 1D DEP ESBAL 1E DEP PAPSA 1C DEP (TABULAR 1)  | AD 2-WBGG-6-18 |
| STANDARD DEPARTURE CHART - ICAO - RWY 25 TEMES 1E DEP MOXUN 1E DEP ESBAL 1F DEP PAPSA 1D DEP                     | AD 2-WBGG-6-19 |
| STANDARD ARRIVAL CHART - ICAO - RWY 07 (RNAV) TEMES 1F ESBAL 1G MOXUN 1F PAPSA 1E                                | AD 2-WBGG-7-1  |
| STANDARD ARRIVAL CHART - ICAO - RWY 07 (RNAV) TEMES 1F ESBAL 1G MOXUN 1F PAPSA 1E (TABULAR 1)                    | AD 2-WBGG-7-2  |
| STANDARD ARRIVAL CHART - ICAO - RWY 07 (RNAV) KIKAK 1F LUTMO 1E OROMA 1F                                         | AD 2-WBGG-7-3  |
| STANDARD ARRIVAL CHART - ICAO - RWY 07 (RNAV) KIKAK 1F LUTMO 1E OROMA 1F (TABULAR 1)                             | AD 2-WBGG-7-4  |
| STANDARD ARRIVAL CHART - ICAO - RWY 07 (RNAV) KIKAK 1G LUTMO 1F OROMA 1E                                         | AD 2-WBGG-7-5  |
| STANDARD ARRIVAL CHART - ICAO - RWY 07 (RNAV) KIKAK 1G LUTMO 1F OROMA 1E (TABULAR 1)                             | AD 2-WBGG-7-6  |
| STANDARD ARRIVAL CHART - ICAO - RWY 07 TEMES 1G ARR MOXUN 1G ARR ESBAL 1H ARR PAPSA 1F ARR                       | AD 2-WBGG-7-7  |
| STANDARD ARRIVAL CHART - ICAO - RWY 07 KIKAK 1H LUTMO 1G OROMA 1G                                                | AD 2-WBGG-7-9  |
| STANDARD ARRIVAL CHART - ICAO - RWY 25 (RNAV) TEMES 1A ESBAL 1A ESBAL 1B MOXUN 1A                                | AD 2-WBGG-7-11 |
| STANDARD ARRIVAL CHART - ICAO - RWY 25 (RNAV) TEMES 1A ESBAL 1A ESBAL 1B MOXUN 1A (TABULAR 1)                    | AD 2-WBGG-7-12 |
| STANDARD ARRIVAL CHART - ICAO - RWY 25 (RNAV) TEMES 1B ESBAL 1C MOXUN 1B PAPSA 1A                                | AD 2-WBGG-7-13 |
| STANDARD ARRIVAL CHART - ICAO - RWY 25 (RNAV) TEMES 1B ESBAL 1C MOXUN 1B PAPSA 1A (TABULAR 1)                    | AD 2-WBGG-7-14 |
| STANDARD ARRIVAL CHART - ICAO - RWY 25 (RNAV) KIKAK 1A LUTMO 1A OROMA 1A                                         | AD 2-WBGG-7-15 |
| STANDARD ARRIVAL CHART - ICAO - RWY 25 (RNAV) KIKAK 1A LUTMO 1A OROMA 1A (TABULAR 1)                             | AD 2-WBGG-7-16 |
| STANDARD ARRIVAL CHART - ICAO - RWY 25 TEMES 1C ESBAL 1D MOXUN 1C PAPSA 1B                                       | AD 2-WBGG-7-17 |
| STANDARD ARRIVAL CHART - ICAO - RWY 25 (VOR/DME) KIKAK 1B LUTMO 1B OROMA 1B                                      | AD 2-WBGG-7-19 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 07 VOR Z (FROM STAR)                                                      | AD 2-WBGG-8-1  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 07 VOR Y (FROM OVERHEAD VKG)                                              | AD 2-WBGG-8-3  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 25 ILS Z/LOC Z (FROM STAR)                                                | AD 2-WBGG-8-5  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 25 ILS Y/LOC Y (FROM OVERHEAD VKG)                                        | AD 2-WBGG-8-7  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 25 VOR Z (FROM EGOMO)                                                     | AD 2-WBGG-8-9  |

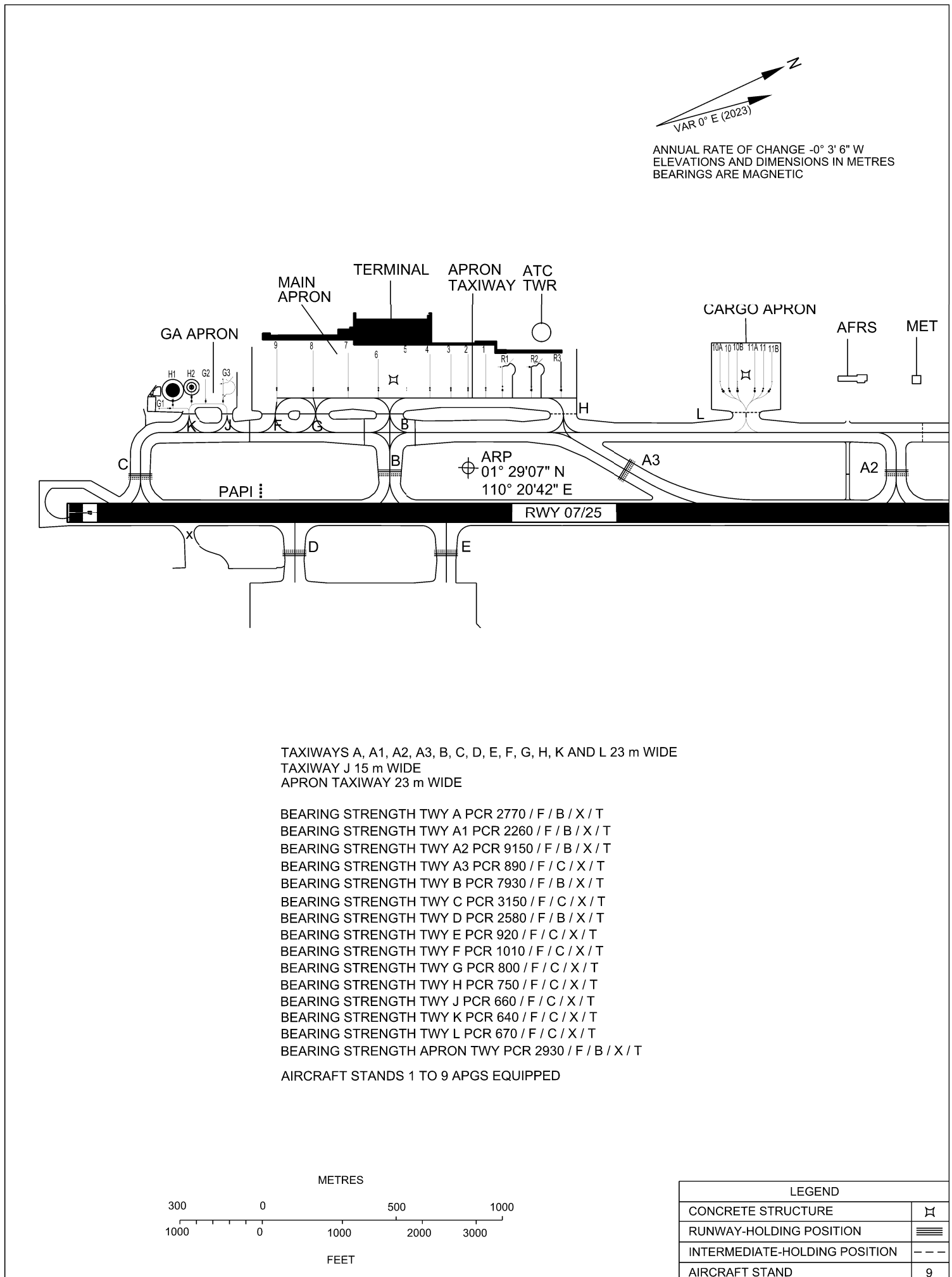
| Chart name                                                        | Page           |
|-------------------------------------------------------------------|----------------|
| INSTRUMENT APPROACH CHART - ICAO - RWY 07 RNP Z (AR)              | AD 2-WBGG-8-11 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 07 RNP Z (AR) (TABULAR 1)  | AD 2-WBGG-8-12 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 07 RNP Z (AR) (TABULAR 2)  | AD 2-WBGG-8-13 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 07 RNP Z (AR) (TABULAR 3)  | AD 2-WBGG-8-14 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 07 RNP Z (AR) (TABULAR 4)) | AD 2-WBGG-8-15 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 25 RNP Z (AR)              | AD 2-WBGG-8-17 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 25 RNP Z (AR) (TABULAR 1)  | AD 2-WBGG-8-18 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 25 RNP Z (AR) (TABULAR 2)  | AD 2-WBGG-8-19 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 25 RNP Z (AR) (TABULAR 3)  | AD 2-WBGG-8-20 |

# AIRCRAFT PARKING / DOCKING CHART - ICAO

APRON ELEV  
21 m

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

**KUCHING / KUCHING  
INTERNATIONAL AIRPORT**



**CHANGES:** MOVE THE AIRCRAFT PARKING / DOCKING STAND POSITION TABLE TO THE NEXT PAGE

AIRCRAFT PARKING /  
DOCKING CHART - ICAOAPRON ELEV  
21 mKUCHING / KUCHING  
INTERNATIONAL AIRPORT

## AIRCRAFT PARKING / DOCKING STAND POSITION

| INS COORDINATES FOR AIRCRAFT STANDS |                                   | SURFACE & STRENGTH<br>CONCRETE (RIGID) | SURFACE & STRENGTH<br>ALPHALT (FLEXIBLE) | AIRCRAFT TYPE                                                |
|-------------------------------------|-----------------------------------|----------------------------------------|------------------------------------------|--------------------------------------------------------------|
| 1                                   | 1° 29' 14.36" N 110° 20' 37.66" E | PCR 1220 / R / B / W / T               | PCR 10650 / F / B / X / T                | B738, A320, A21N,                                            |
| 2                                   | 1° 29' 13.88" N 110° 20' 36.45" E | PCR 1290 / R / B / W / T               | PCR 11000 / F / B / X / T                | B738, A320, A21N,                                            |
| 3                                   | 1° 29' 13.40" N 110° 20' 35.24" E | PCR 1250 / R / B / W / T               | PCR 9700 / F / B / X / T                 | B738, A320, A21N,                                            |
| 4                                   | 1° 29' 12.80" N 110° 20' 33.78" E | PCR 1210 / R / B / W / T               | PCR 11020 / F / B / X / T                | B738, A320, A21N,                                            |
| 5                                   | 1° 29' 12.19" N 110° 20' 32.11" E | PCR 1140 / R / B / W / T               | PCR 11750 / F / B / X / T                | B738, A320, A21N, B38M                                       |
| 6                                   | 1° 29' 11.01" N 110° 20' 30.27" E | PCR 1290 / R / B / W / T               | PCR 10590 / F / B / X / T                | A320, B738, A319, E38M                                       |
| 7                                   | 1° 29' 10.89" N 110° 20' 27.88" E | PCR 1930 / R / B / W / T               | PCR 7225 / F / B / X / T                 | B738, A319, A332, A339, A333, E295<br>A320, A21N, AJ27       |
| 8                                   | 1° 29' 09.84" N 110° 20' 25.49" E | PCR 2130 / R / B / W / T               | PCR 1530 / F / B / X / T                 | A359, B744, A343, A332<br>A21N, A320, B738, A319, B788, E295 |
| 9                                   | 1° 29' 09.01" N 110° 20' 22.89" E | PCR 1250 / R / B / W / T               | PCR 1840 / F / B / X / T                 | A21N, A320, B738, A321, A319, B788<br>A359, A332, A343       |
| R1                                  | 1° 29' 14.99" N 110° 20' 40.06" E | PCR 1190 / R / B / W / T               | PCR 2040 / F / B / X / T                 | AT75, AT76, DHC6                                             |
| R2                                  | 1° 29' 15.76" N 110° 20' 42.06" E | PCR 1220 / R / B / W / T               | PCR 930 / F / B / X / T                  | AT75, AT76, DHC6                                             |
| R3                                  | 1° 29' 16.10" N 110° 20' 43.26" E | PCR 1840 / R / B / W / T               | PCR 740 / F / B / X / T                  | A320, DHC6                                                   |
| 10                                  | 1° 29' 21.45" N 110° 20' 54.63" E | PCR 1960 / R / B / W / T               | PCR 660 / F / C / X / T                  | B744, A332, B738                                             |
| 10A                                 | 1° 29' 21.61" N 110° 20' 55.27" E | PCR 1850 / R / B / W / T               | PCR 660 / F / C / X / T                  | B738                                                         |
| 10B                                 | 1° 29' 21.13" N 110° 20' 54.07" E | PCR 2010 / R / B / W / T               | PCR 660 / F / C / X / T                  | B738                                                         |
| 11                                  | 1° 29' 22.41" N 110° 20' 57.06" E | PCR 2030 / R / B / W / T               | PCR 660 / F / C / X / T                  | B744, A332, B738                                             |
| 11A                                 | 1° 29' 22.57" N 110° 20' 57.68" E | PCR 1950 / R / B / W / T               | PCR 660 / F / C / X / T                  | B738                                                         |
| 11B                                 | 1° 29' 22.09" N 110° 20' 56.48" E | PCR 1920 / R / B / W / T               | PCR 660 / F / C / X / T                  | B738                                                         |
| G1                                  | 1° 29' 01.89" N 110° 20' 16.48" E | -                                      | PCR 560 / F / C / X / T                  | BE20, B350                                                   |
| G2                                  | 1° 29' 03.45" N 110° 20' 18.14" E | -                                      | PCR 560 / F / C / X / T                  | GL5T, GL7T, GLEX                                             |
| G3                                  | 1° 29' 05.34" N 110° 20' 20.48" E | -                                      | PCR 560 / F / C / X / T                  | GLF5, GLF6                                                   |
| H1                                  | 1° 29' 02.58" N 110° 20' 16.90" E | -                                      | PCR 560 / F / C / X / T                  | MI-17                                                        |
| H2                                  | 1° 29' 02.81" N 110° 20' 17.48" E | -                                      | PCR 560 / F / C / X / T                  | A139                                                         |

## WBGR AD 2.24 CHARTS RELATED TO AN AERODROME

| Chart name                                                                                                                                                   | Page           |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|
| AERODROME/HELIPORT CHART - ICAO                                                                                                                              | AD 2-WBGR-2-1  |
| AIRCRAFT PARKING/DOCKING CHART - ICAO                                                                                                                        | AD 2-WBGR-2-3  |
| AIRCRAFT PARKING/DOCKING CHART - ICAO TABULAR 1                                                                                                              | AD 2-WBGR-2-4  |
| AERODROME GROUND MOVEMENT CHART - ICAO                                                                                                                       | AD 2-WBGR-2-5  |
| AERODROME OBSTACLE CHART - ICAO - TYPE A (OPERATING LIMITATIONS)                                                                                             | AD 2-WBGR-3-1  |
| MIRI TERMINAL AREA, MIRI CONTROL ZONE AND HOLDING AREAS                                                                                                      | AD 2-WBGR-4-1  |
| ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO                                                                                                               | AD 2-WBGR-4-3  |
| STANDARD DEPARTURE CHART INSTRUMENT - ICAO - MIRI RADAR RADAR DEPARTURE                                                                                      | AD 2-WBGR-6-1  |
| STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RWY 02 ASAKI 1C AROVU 1C BEVDO 1C BIPAS 1C DOXES 1C DUGEV 1C ESLAB 1C EXUGO 1C GODOM 1C                         | AD 2-WBGR-6-3  |
| STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RWY 02 ASAKI 1C AROVU 1C BEVDO 1C BIPAS 1C DOXES 1C DUGEV 1C ESLAB 1C EXUGO 1C GODOM 1C (TABULAR 1)             | AD 2-WBGR-6-4  |
| STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RWY 02 ASAKI 1C AROVU 1C BEVDO 1C BIPAS 1C DOXES 1C DUGEV 1C ESLAB 1C EXUGO 1C GODOM 1C (TABULAR 2)             | AD 2-WBGR-6-5  |
| STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RWY 02 RNAV (GNSS) ASAKI 1A AROVU 1A BEVDO 1A BIPAS 1A DOXES 1A DUGEV 1A ESLAB 1A EXUGO 1A GODOM 1A             | AD 2-WBGR-6-7  |
| STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RWY 02 RNAV (GNSS) ASAKI 1A AROVU 1A BEVDO 1A BIPAS 1A DOXES 1A DUGEV 1A ESLAB 1A EXUGO 1A GODOM 1A (TABULAR 1) | AD 2-WBGR-6-8  |
| STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RWY 02 RNAV (GNSS) ASAKI 1A AROVU 1A BEVDO 1A BIPAS 1A DOXES 1A DUGEV 1A ESLAB 1A EXUGO 1A GODOM 1A (TABULAR 2) | AD 2-WBGR-6-9  |
| STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RWY 02 RNAV (GNSS) ASAKI 1A AROVU 1A BEVDO 1A BIPAS 1A DOXES 1A DUGEV 1A ESLAB 1A EXUGO 1A GODOM 1A (TABULAR 3) | AD 2-WBGR-6-10 |
| STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RWY 20 ASAKI 1D AROVU 1D BEVDO 1D BIPAS 1D DOXES 1D DUGEV 1D ESLAB 1D EXUGO 1D GODOM 1D                         | AD 2-WBGR-6-11 |
| STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RWY 20 ASAKI 1D AROVU 1D BEVDO 1D BIPAS 1D DOXES 1D DUGEV 1D ESLAB 1D EXUGO 1D GODOM 1D (TABULAR 1)             | AD 2-WBGR-6-12 |
| STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RWY 20 ASAKI 1D AROVU 1D BEVDO 1D BIPAS 1D DOXES 1D DUGEV 1D ESLAB 1D EXUGO 1D GODOM 1D (TABULAR 2)             | AD 2-WBGR-6-13 |
| STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RWY 20 ASAKI 1D AROVU 1D BEVDO 1D BIPAS 1D DOXES 1D DUGEV 1D ESLAB 1D EXUGO 1D GODOM 1D (TABULAR 3)             | AD 2-WBGR-6-14 |
| STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RWY 20 RNAV (GNSS) ASAKI 1B AROVU 1B BEVDO 1B BIPAS 1B DOXES 1B DUGEV 1B ESLAB 1B EXUGO 1B GODOM 1B             | AD 2-WBGR-6-15 |
| STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RWY 20 RNAV (GNSS) ASAKI 1B AROVU 1B BEVDO 1B BIPAS 1B DOXES 1B DUGEV 1B ESLAB 1B EXUGO 1B GODOM 1B (TABULAR 1) | AD 2-WBGR-6-16 |
| STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RWY 20 RNAV (GNSS) ASAKI 1B AROVU 1B BEVDO 1B BIPAS 1B DOXES 1B DUGEV 1B ESLAB 1B EXUGO 1B GODOM 1B (TABULAR 2) | AD 2-WBGR-6-17 |
| STANDARD DEPARTURE CHART INSTRUMENT - ICAO - RWY 20 RNAV (GNSS) ASAKI 1B AROVU 1B BEVDO 1B BIPAS 1B DOXES 1B DUGEV 1B ESLAB 1B EXUGO 1B GODOM 1B (TABULAR 3) | AD 2-WBGR-6-18 |
| STANDARD ARRIVAL CHART INSTRUMENT - ICAO - 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  |
| STANDARD ARRIVAL CHART INSTRUMENT - ICAO - RWY 02 ARRIVAL (11 DME ARC) ASAKI 1G BEVDO 1G BIPAS 1G DOXES 1G DUGEV 1G ESLAB 1G EXUGO 1G GODOM 1G (TABULAR 1)   | AD 2-WBGR-7-2  |
| STANDARD ARRIVAL CHART INSTRUMENT - ICAO - RWY 02 ARRIVAL (11 DME ARC) ASAKI 1G BEVDO 1G BIPAS 1G DOXES 1G DUGEV 1G ESLAB 1G EXUGO 1G GODOM 1G (TABULAR 2)   | AD 2-WBGR-7-3  |
| STANDARD ARRIVAL CHART INSTRUMENT - ICAO - 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  |
| STANDARD ARRIVAL CHART INSTRUMENT - ICAO - RWY 02 RNAV (GNSS) ASAKI 1E BEVDO 1E BIPAS 1E DOXES 1E DUGEV 1E ESLAB 1E EXUGO 1E GODOM 1E (TABULAR 1)            | AD 2-WBGR-7-6  |
| STANDARD ARRIVAL CHART INSTRUMENT - ICAO - RWY 02 RNAV (GNSS) ASAKI 1E BEVDO 1E BIPAS 1E DOXES 1E DUGEV 1E ESLAB 1E EXUGO 1E GODOM 1E (TABULAR 2)            | AD 2-WBGR-7-7  |
| STANDARD ARRIVAL CHART INSTRUMENT - ICAO - RWY 02 RNAV (GNSS) ASAKI 1E BEVDO 1E BIPAS 1E DOXES 1E DUGEV 1E ESLAB 1E EXUGO 1E GODOM 1E (TABULAR 3)            | AD 2-WBGR-7-8  |
| STANDARD ARRIVAL CHART INSTRUMENT - ICAO - 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  |
| STANDARD ARRIVAL CHART INSTRUMENT - ICAO - RWY 20 ARRIVAL (12 DME ARC) ASAKI 1H BEVDO 1H BIPAS 1H DOXES 1H DUGEV 1H ESLAB 1H EXUGO 1H GODOM 1H (TABULAR 1)   | AD 2-WBGR-7-10 |

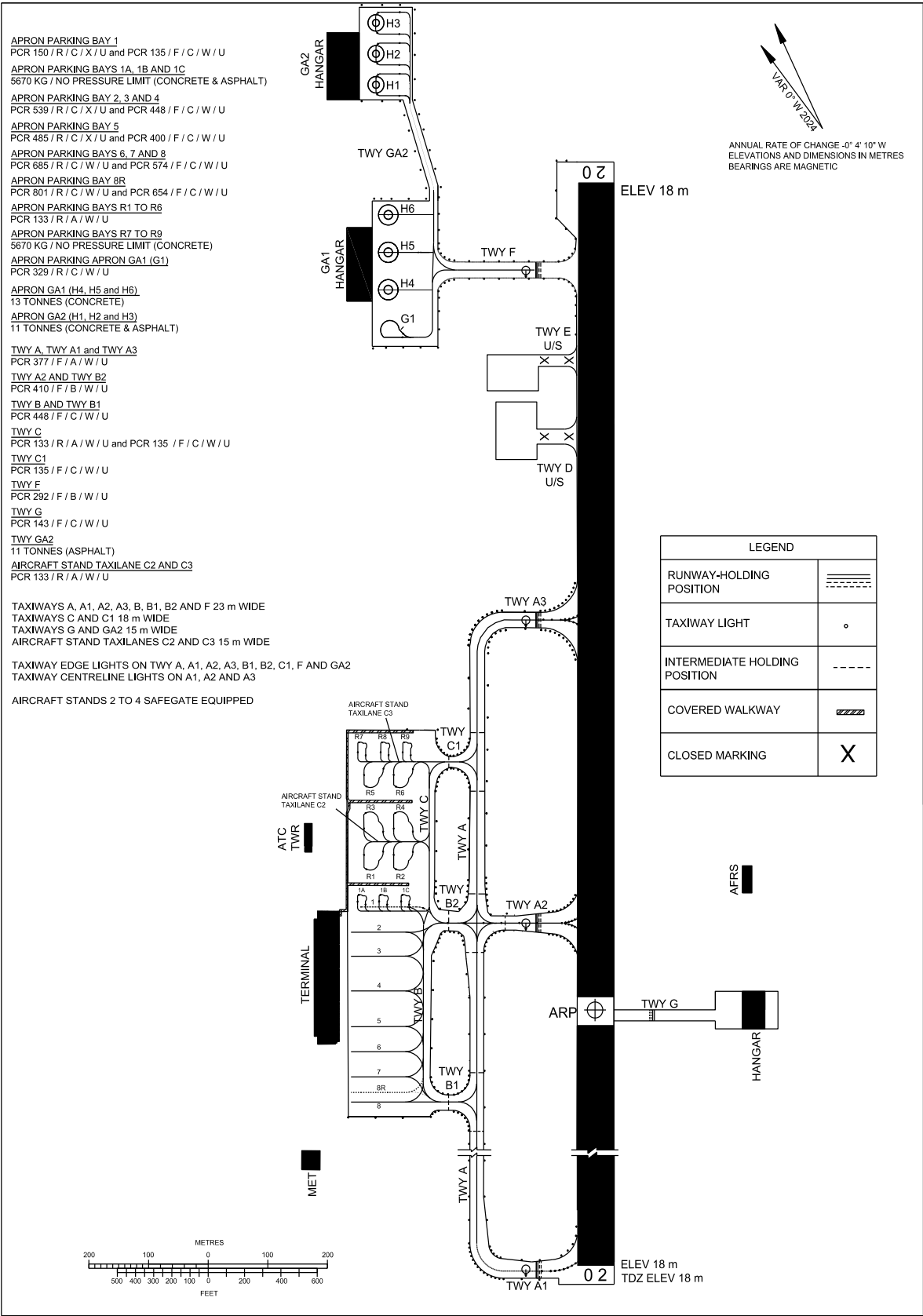
| Chart name                                                                                                                                                 | Page           |
|------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|
| STANDARD ARRIVAL CHART INSTRUMENT - ICAO - RWY 20 ARRIVAL (12 DME ARC) ASAKI 1H BEVDO 1H BIPAS 1H DOXES 1H DUGEV 1H ESLAB 1H EXUGO 1H GODOM 1H (TABULAR 2) | AD 2-WBGR-7-11 |
| STANDARD ARRIVAL CHART INSTRUMENT - ICAO - RWY 20 RNAV (GNSS) ASAKI 1F BEVDO 1F BIPAS 1F DOXES 1F DUGEV 1F GODOM 1F EXUGO 1F ESLAB 1F (TABULAR 2)          | AD 2-WBGR-7-13 |
| STANDARD ARRIVAL CHART INSTRUMENT - ICAO - RWY 20 RNAV (GNSS) ASAKI 1F BEVDO 1F BIPAS 1F DOXES 1F DUGEV 1F GODOM 1F EXUGO 1F ESLAB 1F (TABULAR 1)          | AD 2-WBGR-7-14 |
| STANDARD ARRIVAL CHART INSTRUMENT - ICAO - RWY 20 RNAV (GNSS) ASAKI 1F BEVDO 1F BIPAS 1F DOXES 1F DUGEV 1F GODOM 1F EXUGO 1F ESLAB 1F (TABULAR 2)          | AD 2-WBGR-7-15 |
| STANDARD ARRIVAL CHART INSTRUMENT - ICAO - RWY 20 RNAV (GNSS) ASAKI 1F BEVDO 1F BIPAS 1F DOXES 1F DUGEV 1F GODOM 1F EXUGO 1F ESLAB 1F (TABULAR 3)          | AD 2-WBGR-7-16 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 02 ILS Z OR LOC Z                                                                                                   | AD 2-WBGR-8-1  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 02 ILS Z OR LOC Z (TABULAR 1)                                                                                       | AD 2-WBGR-8-2  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 02 ILS Y OR LOC Y                                                                                                   | AD 2-WBGR-8-3  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 02 ILS Y OR LOC Y (TABULAR 1)                                                                                       | AD 2-WBGR-8-4  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 02 VOR Z                                                                                                            | AD 2-WBGR-8-5  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 02 VOR Z (TABULAR 1)                                                                                                | AD 2-WBGR-8-6  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 02 VOR Y                                                                                                            | AD 2-WBGR-8-7  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 02 VOR Y (TABULAR 1)                                                                                                | AD 2-WBGR-8-8  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 20 VOR Z                                                                                                            | AD 2-WBGR-8-9  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 20 VOR Z (TABULAR 1)                                                                                                | AD 2-WBGR-8-10 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 20 VOR Y                                                                                                            | AD 2-WBGR-8-11 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 20 VOR Y (TABULAR 1)                                                                                                | AD 2-WBGR-8-12 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 02 RNP Y                                                                                                            | AD 2-WBGR-8-13 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 02 RNP Y (TABULAR 1)                                                                                                | AD 2-WBGR-8-14 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 20 RNP Y                                                                                                            | AD 2-WBGR-8-15 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 20 RNP Y (TABULAR 1)                                                                                                | AD 2-WBGR-8-16 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 02 VOR CAT H (HELICOPTER)                                                                                           | AD 2-WBGR-8-17 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 20 VOR CAT H (HELICOPTER)                                                                                           | AD 2-WBGR-8-19 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 02 RNP Z (AR)                                                                                                       | AD 2-WBGR-8-21 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 02 RNP Z (AR) (TABULAR 1)                                                                                           | AD 2-WBGR-8-22 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 02 RNP Z (AR) (TABULAR 2)                                                                                           | AD 2-WBGR-8-23 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 20 RNP Z (AR)                                                                                                       | AD 2-WBGR-8-25 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 20 RNP Z (AR) (TABULAR 1)                                                                                           | AD 2-WBGR-8-26 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 20 RNP Z (AR) (TABULAR 2)                                                                                           | AD 2-WBGR-8-27 |

AIRCRAFT PARKING /  
DOCKING CHART - ICAO

APRON ELEV  
16 m

|       |        |
|-------|--------|
| TWR   | 123.30 |
| APP   | 129.90 |
|       | 122.70 |
| SMC   | 121.90 |
| CATIS | 127.0  |

MIRI / MIRI AIRPORT



CHANGES : MOVE THE AIRCRAFT PARKING / DOCKING STAND POSITION TABLE TO THE NEXT PAGE

AIRCRAFT PARKING /  
DOCKING CHART - ICAOAPRON ELEV  
16 m

MIRI / MIRI AIRPORT

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

## WBGS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

## WBGS - SIBU

## WBGS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

|   |                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|---|-----------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | ARP coordinates and site at AD                                                    | 021551N 1115857E<br>Site: On the runway                                                                                                                                                                                                                                                                                                                                                                                                                |
| 2 | Direction and distance from (city)                                                | 17KM (9.2NM) - Bearing 112° South East Pekan Sibü (Royal Malaysian Customs Department)                                                                                                                                                                                                                                                                                                                                                                 |
| 3 | Elevation/Reference temperature                                                   | 37M (121FT) / 33°C                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 4 | Geoid undulation at AD ELEV PSN                                                   | +39M                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 5 | MAG VAR/Annual change                                                             | 0° E (2024) / - 0° 3' 32" E decreasing                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 6 | AD operator, address, telephone, telefax, e-mail address, AFS and website address | <p>Operator:</p> <p>Malaysia Airports Sdn. Bhd.<br/>Sibu Airport<br/>P.O Box 645<br/>96007 Sibü<br/>Sarawak<br/>TEL: (+60) 8 4307770<br/>Telefax: (+60) 8 4307709<br/>e-mail: masb_sbü@malaysiaairports.com.my<br/>Http: www.malaysiaairports.com.my</p> <p>ATC Services:</p> <p>Civil Aviation Authority of Malaysia<br/>Sibu Airport<br/>Jalan Durin<br/>96007 Sibü<br/>Sarawak<br/>Malaysia<br/>TEL: +6084 - 307764<br/>Telefax: +6084 - 307708</p> |
| 7 | Types of traffic permitted (IFR/VFR)                                              | IFR / VFR                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 8 | Remarks                                                                           | NIL                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

## WBGS AD 2.3 OPERATIONAL HOURS

|    |                            |                                                  |
|----|----------------------------|--------------------------------------------------|
| 1  | AD Operator                | 2200 - 1400 UTC Daily                            |
| 2  | Customs and immigration    | Customs: 2200 - 1330<br>Immigration: 2200 - 1230 |
| 3  | Health and sanitation      | NIL                                              |
| 4  | AIS Briefing Office        | NIL                                              |
| 5  | ATS Reporting Office (ARO) | 2200 - 1400                                      |
| 6  | MET Briefing Office        | H24                                              |
| 7  | ATS                        | 2200 - 1400                                      |
| 8  | Fuelling                   | Petronas: 2200 - 1300                            |
| 9  | Handling                   | 2200 - 1400                                      |
| 10 | Security                   | H24                                              |
| 11 | De-icing                   | NIL                                              |
| 12 | Remarks                    | NIL                                              |

**WBGS AD 2.4 HANDLING SERVICES AND FACILITIES**

|   |                                         |                                               |
|---|-----------------------------------------|-----------------------------------------------|
| 1 | Cargo-handling facilities               | By arrangement with Malaysia Airline System.. |
| 2 | Fuel/oil types                          | Jet A1                                        |
| 3 | Fuelling facilities/capacity            | PETRONAS, refuelling by bowser.               |
| 4 | De-icing facilities                     | NIL                                           |
| 5 | Hangar space for visiting aircraft      | Jaya Tiasa Hangar                             |
| 6 | Repair facilities for visiting aircraft | NIL                                           |
| 7 | Remarks                                 | NIL                                           |

**WBGS AD 2.5 PASSENGER FACILITIES**

|   |                      |                                                                    |
|---|----------------------|--------------------------------------------------------------------|
| 1 | Hotels               | Hotels in town.                                                    |
| 2 | Restaurants          | Airport restaurant at airport terminal.                            |
| 3 | Transportation       | Taxi                                                               |
| 4 | Medical facilities   | Sibu Hospital in town.                                             |
| 5 | Bank and Post Office | Auto Teller Machine (ATM) at airport<br>Bank & Post Office in town |
| 6 | Tourist Office       | NIL                                                                |
| 7 | Remarks              | NIL                                                                |

**WBGS 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 airlines and ground handler -<br>Largest aircraft - A21N                                |
| 4 | Remarks                                     | All Airport Fire & Rescue Service (AFRS) personnel are trained in<br>rescue and fire fighting as well as medical first - aid |

**WBGS AD 2.7 SEASONAL AVAILABILITY - CLEARING**

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

## WBGS AD 2.13 DECLARED DISTANCES

| RWY Designator | TORA (M) | TODA (M) | ASDA (M) | LDA (M) | Remarks |
|----------------|----------|----------|----------|---------|---------|
| 1              | 2        | 3        | 4        | 5       | 6       |
| 13             | 2745     | 2805     | 2745     | 2745    | NIL     |
| 31             | 2745     | 2805     | 2745     | 2745    | NIL     |

## WBGS AD 2.14 APPROACH AND RUNWAY LIGHTING

| RWY Designator | APCH LGT type<br>LEN INTST | THR LGT colour<br>WBAR | VASIS (MEHT)<br>PAPI                          | TDZ, LGT<br>LEN | RWY Centre Line LGT<br>Length, spacing, colour, INTST | RWY edge LGT<br>LEN, spacing, colour INTST       | RWY End LGT<br>colour WBAR | SWY LGT<br>LEN (M) colour | Remarks |
|----------------|----------------------------|------------------------|-----------------------------------------------|-----------------|-------------------------------------------------------|--------------------------------------------------|----------------------------|---------------------------|---------|
| 1              | 2                          | 3                      | 4                                             | 5               | 6                                                     | 7                                                | 8                          | 9                         | 10      |
| 13             | CAT1<br>900M<br>LIH        | Green<br>Green         | PAPI Left /<br>Slope 3°<br>15.5M(50.9FT)      | NIL             | NIL                                                   | 2745M<br>60M<br>Variable White/<br>Yellow<br>LIH | Red                        | NIL                       | NIL     |
| 31             | SALS<br>420M<br>LIH        | Green<br>-             | PAPI Left /<br>Slope 3°<br>17.8 M<br>(58.4FT) | NIL             | NIL                                                   | 2745M<br>60M<br>Variable White/<br>Yellow<br>LIH | Red<br>-                   | NIL                       | NIL     |

## WBGS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

|   |                                                         |                                                                                                                                                                                                                                 |
|---|---------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | ABN/IBN location, characteristics and operational hours | ABN : Available on top Control Tower.<br>Rotating Green and White 20 to 30 per minute<br>IBN : NIL<br>ON at night and during bad weather                                                                                        |
| 2 | LDI location and LGT<br>Anemometer location and LGT     | LDI: NIL<br>Anemometer: Wind Direction Indicator (WDI)<br><br>RWY 13: 350 M from THR on right side, 100 M from RWY Centre Line and lighted.<br><br>RWY 31: 400 M from THR on left side, 130 M from RWY Centre Line and lighted. |
| 3 | TWY edge and centre line lighting                       | Taxiway Edge - TWY A, B, and C<br>Taxiway Centre line - TWY A and B                                                                                                                                                             |
| 4 | Secondary power supply/switch-over time                 | Secondary power supply: Available<br>Secondary power supply to all AGL at AD.<br>Switch-over time: Maximum 15 seconds                                                                                                           |
| 5 | Remarks                                                 | NIL                                                                                                                                                                                                                             |

## WBGS AD 2.16 HELICOPTER LANDING AREA

|   |                                                           |     |
|---|-----------------------------------------------------------|-----|
| 1 | Coordinates TLOF or THR of FATO<br>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                     | 1. Location at General Aviation (GA) Apron. Pilot to follow ATC instruction for parking.<br>2. Helicopter parking is available at Helipad (H1, H2 and H3) with D-value of 14 M and below. |

**WBGS AD 2.17 ATS AIRSPACE**

|   |                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|---|-----------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Designation and lateral limits    | SIBU CTR<br>Area contained within a radius of 20 NM centered on VSI VOR/DME (021448N 1120012E)<br><br>SIBU TMA<br>An area contained within positions commencing clock wise from 022830N 1123746E, thence along the arc of a circle 40NM centered on VSI VOR/DME (021448N 1120012E) to 023216N 1112412E, thence to 030430N 1113940E, thence along the arc of a circle 25NM centered on VMH VOR/DME (025334N1120210E) to 030208N 1122540E, thence to 022830N 1123746E |
| 2 | Vertical limits                   | CTR : SFC to 2 500 FT AMSL<br>TMA: 2 500 FT to 11 500 FT AMSL                                                                                                                                                                                                                                                                                                                                                                                                       |
| 3 | Airspace classification           | Class C                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 4 | ATS unit call sign<br>Language(s) | SIBU RADAR during Approach Radar Service Provision<br>SIBU TOWER during Procedural Approach Service Provision.<br><br>English                                                                                                                                                                                                                                                                                                                                       |
| 5 | Transition altitude               | 11 000 FT FT AMSL                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 6 | Remarks                           | NIL                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

**WBGS AD 2.18 ATS COMMUNICATION FACILITIES**

| Service designation | Call sign        | Frequency                          | Hours of operation | Remarks               |
|---------------------|------------------|------------------------------------|--------------------|-----------------------|
| 1                   | 2                | 3                                  | 4                  | 5                     |
| SMC                 | SIBU GROUND      | 121.900 MHZ                        | 2200 - 1400        | -                     |
| TWR                 | SIBU TOWER       | 123.200 MHZ<br>* 121.500 MHZ       | 2200 - 1400        | * Emergency frequency |
| APP                 | SIBU RADAR       | 122.600 MHZ (P)<br>124.400 MHZ (S) | 0000 - 0900        | -                     |
| ATIS                | SIBU INFORMATION | 127.650 MHZ                        | 2200 - 1400        | -                     |

## WBGS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type of aid,<br>MAG VAR,<br>CAT of ILS/MLS<br>(For VOR/ILS/MLS,<br>give declination) | ID  | Frequency             | Hours of<br>operation | Position of<br>transmitting<br>antenna<br>coordinates | Elevation of DME<br>transmitting<br>antenna | Remarks               |
|--------------------------------------------------------------------------------------|-----|-----------------------|-----------------------|-------------------------------------------------------|---------------------------------------------|-----------------------|
| 1                                                                                    | 2   | 3                     | 4                     | 5                                                     | 6                                           | 7                     |
| ILS/LOC                                                                              | ISU | 110.500 MHZ           | H24                   | 021504.92N<br>1115952.70E                             | -                                           |                       |
| GP/DME                                                                               | -   | 329.600 MHZ<br>CH 42X |                       | 021604.93N<br>1115841.70E                             | -                                           | 7.5W<br>125W          |
| DVOR/DME                                                                             | VSI | 112.200 MHZ<br>CH 59X |                       | 021448.36N<br>1120012.06E                             | 53.22M                                      | VOR: 100W<br>DME: 1KW |

## WBGS AD 2.20 LOCAL AERODROME REGULATIONS

## 2.20.1. Local Flying Restrictions

- a) Circuit height
  - 600 FT for helicopter.
  - 1000 FT for light aircraft.
  - 1500 FT for other aircraft.
- b) Not available to aircraft without 2-way radio communication unless with prior permission.
- c) All aircraft to avoid flying over the ammunition depot at 500FT or below. Location of ammunition depot approximately 3.69 NM on radial 328° fm VSI DVOR.

2.20.2. Pilot-in-command of all departure aircraft shall request ATC clearance from Sibul Ground 5 minutes before engine start up. All IFR departure will be issued with SID or Standard Radar Departure with standard initial altitude 6000FT. Further climb on ATC approval only. When Sibul Approach Radar is operating, departure aircraft shall contact Sibul Radar after airborne as soon as practicable before passing 2000FT on FREQ 122.6 MHz without ATC instruction to change radio frequency unless otherwise instructed. First contact with Sibul Radar after airborne advise the SID IDENT or assigned heading, the last level vacated (nearest 100FT) and the assigned altitude.

## 2.20.3. Procedures for VFR flights within the Sibul CTR

- a) A flight plan shall be filed for the flight concerned.
- b) ATC clearance shall be obtained from Sibul TWR.
- c) Any deviation from ATC clearance requires prior permission.
- d) The flight shall be conducted with vertical visual reference to the ground.
- e) Two-way radio communication shall be established with Sibul Radar on 122.6MHZ or Sibul Tower on 123.2MHZ subject to ATS operational hours prior to entering the Sibul CTR.
- f) All VFR flights shall follow the established VFR Routes for entering and exiting the Sibul CTR, as shown in Visual Chart. Any deviation outside these routes requires prior ATC permission.
- g) All arriving aircraft shall hold at the designated VFR Holding area at 1000 feet and await onward ATC clearance for landing.

2.20.3.1 Medevac flight operating from Sibul Hospital shall call Sibul Tower via telephone 084-307764 for level and SSR Code at least 5-10 minutes before departure.

2.20.4. Locked wheel turn on runway is prohibited.

2.20.5. To enable ATC to apply minimum spacing on final that will achieve maximum runway utilization and minimize the occurrence of 'Go-around', landing aircraft shall exit the landing runway without delay at first suitable exit taxiway or as instructed by ATC. Aircraft landing Runway 13 that is unable to exit via available exit taxiway shall stop and reverse course on runway as soon as possible. Aircraft that need to proceed to the end of the runway and reverse course on the turning pan shall inform ATC before landing.

## 2.20.6. Arriving Aircraft Parking Arrangement

2.20.6.1 When Bay 1, 2, 3, 4 and 5 is occupied, no aircraft is allowed to be parked at bay 1A, 2A, 2B, 3A, 3B, 4A, 5A and vice versa.

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

## 2.20.7. Departing Aircraft Parking Arrangement

2.20.7.1 The Ground Handler should strictly follow the lead out line marking when manoeuvring aircraft for push back at Bay 3A, ensuring

sufficient clearance between the wing tips of Bay 3A and Bay 2B

## **WBGS AD 2.21 NOISE ABATEMENT PROCEDURES**

NIL

## **WBGS 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.
- 2.22.2. Low Visibility Procedures
- 2.22.2.1 LVP becomes effective when the visibility falls below the Aerodrome Operating Minima of 800 M and/or Runway Visual Range (RVR) of 550 M.
- 2.22.2.2 Responsibility of separation and regulation of aircraft and vehicles shall be as follows:
- a) Pilot-in-command shall be responsible for maintaining separation with other aircraft on the manoeuvring area, other than the runway;
  - b) Driver of vehicles shall be responsible for separation with aircraft and other vehicles.
- 2.22.2.3 When low visibility operating procedures are in operation, air traffic controllers will:
- a) Broadcast in the CATIS that low visibility operating procedures are in operation;
  - b) Ensure all vehicles and personnel are clear of the manoeuvring area.
  - c) Provide pilot of every landing/departing aircraft with:
    - i. The current RVR reading of the landing/departing runway;
    - ii. Unserviceability of any component of landing facilities not previously broadcast in CATIS or NOTAM.
  - d) When necessary, instruct landing or taxiing aircraft to report when the runway has been vacated.
- 2.22.2.4 When low visibility operation procedures are in operation, pilot-in-command shall:
- a) Ensure that after landing to vacate runway as soon as possible;
  - b) Be aware that any emergency conditions may not be visible from the control tower or AFRS.
- 2.22.2.5 All non-essential vehicles and personnel, e.g., work contractors and maintenance parties, must be withdrawn from the movement area. Essential vehicles permitted to enter the manoeuvring area are kept to a minimum and must be in RTF communication with ATC.

## **WBGS AD 2.23 ADDITIONAL INFORMATION**

- 2.23.1. Engine-Run Procedures
- 2.23.1.1 Engine-run procedures for aircraft:
- a) Fitted with Auxiliary Power Unit
    - 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 pushback.
    - iii. Start-up of other engine shall be made after pushback and when the aircraft is in position on the apron centre line.
  - b) Not fitted with Auxiliary Power Unit (APU) or when the APU is unserviceable
    - i. Shall be permitted to start all engines before pushback, except for wide-body aircraft.
- 2.23.2. Presence of birds within the vicinity of aerodrome, pilot to exercise precaution on landing and take - off from Sibü.
- 2.23.3. Weather
- 2.23.3.1 Sibü Aerodrome frequently experience poor visibility due to Fog and Mist in the early morning between 2200 UTC until 0000 UTC. Flight crew or aircraft operator is advice to call Sibü ATC Tower to check the condition of weather and visibility between the period mentioned above.
- 2.23.4. The spacing of runway edge lights are not uniformly spaced and the distance between lights is within 60 M.
- 2.23.5. No vehicles are allowed to be parked at No Parking Area Marking at Bay 2 and Bay 3.

## WBGS AD 2.24 CHARTS RELATED TO AN AERODROME

| Chart name                                                                                                                                         | Page           |
|----------------------------------------------------------------------------------------------------------------------------------------------------|----------------|
| AERODROME/HELIPORT CHART - ICAO                                                                                                                    | AD 2-WBGS-2-1  |
| AIRCRAFT PARKING/DOCKING CHART - ICAO                                                                                                              | AD 2-WBGS-2-3  |
| AIRCRAFT PARKING/DOCKING CHART - ICAO TABULAR 1                                                                                                    | AD 2-WBGS-2-4  |
| AERODROME GROUND MOVEMENT CHART - ICAO                                                                                                             | AD 2-WBGS-2-5  |
| AERODROME OBSTACLE CHART - ICAO - TYPE A                                                                                                           | AD 2-WBGS-3-1  |
| SIBU CONTROL ZONE, VOR/DME AND VOR OVERHEAD HOLDING AREAS                                                                                          | AD 2-WBGS-4-1  |
| ATC SURVEILLANCE MINIMUM ALTITUDE CHART                                                                                                            | AD 2-WBGS-4-3  |
| STANDARD DEPARTURE CHART - ICAO - RWY 13/31 SIBU RADAR 1 DEP                                                                                       | AD 2-WBGS-6-1  |
| STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO - RNAV (GNSS) RWY 13 - NOLUS 1A REDUK 1A LENTU 1A ELNAL 1A BIPIB 1A ANKUP PILAX 1A                | AD 2-WBGS-6-3  |
| STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO - RNAV (GNSS) RWY 13 - NOLUS 1A REDUK 1A LENTU 1A ELNAL 1A BIPIB 1A ANKUP PILAX 1A (TABULAR 1)    | AD 2-WBGS-6-4  |
| STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO - RNAV (GNSS) RWY 13 - NOLUS 1A REDUK 1A LENTU 1A ELNAL 1A BIPIB 1A ANKUP PILAX 1A (TABULAR 2)    | AD 2-WBGS-6-5  |
| STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO - RWY 13 - NOLUS 1B REDUK 1B LENTU 1B ELNAL 1B BIPIB 1B ANKUP 1B PILAX 1B                         | AD 2-WBGS-6-7  |
| STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO - RWY 13 - NOLUS 1B REDUK 1B LENTU 1B ELNAL 1B BIPIB 1B ANKUP 1B PILAX 1B (TABULAR 1)             | AD 2-WBGS-6-8  |
| STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO - RNAV (GNSS) RWY 31 - NOLUS 1C REDUK 1C LENTU 1C ELNAL 1C BIPIB 1C ANKUP 1C PILAX 1C             | AD 2-WBGS-6-9  |
| STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO - RNAV (GNSS) RWY 31 - NOLUS 1C REDUK 1C LENTU 1C ELNAL 1C BIPIB 1C ANKUP 1C PILAX 1C (TABULAR 1) | AD 2-WBGS-6-10 |
| STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO - RWY 13 - NOLUS 1C REDUK 1C LENTU 1C ELNAL 1C BIPIB 1C ANKUP 1C PILAX 1C (TABULAR 2)             | AD 2-WBGS-6-11 |
| STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO - RWY 31 - NOLUS 1D REDUK 1D LENTU 1D ELNAL 1D BIPIB 1D ANKUP 1D PILAX 1D                         | AD 2-WBGS-6-13 |
| STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO - RWY 31 - NOLUS 1D REDUK 1D LENTU 1D ELNAL 1D BIPIB 1D ANKUP 1D PILAX 1D (TABULAR 1)             | AD 2-WBGS-6-14 |
| STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO - RNAV (GNSS) RWY 13 NOLUS 1E REDUK 1E LENTU 1E ELNAL 1E BIPIB 1E ANKUP 1E PILAX 1E                | AD 2-WBGS-7-1  |
| STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO - RNAV (GNSS) RWY 13 NOLUS 1E REDUK 1E LENTU 1E ELNAL 1E BIPIB 1E ANKUP 1E PILAX 1E (TABULAR 1)    | AD 2-WBGS-7-2  |
| STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO - RNAV (GNSS) RWY 13 NOLUS 1E REDUK 1E LENTU 1E ELNAL 1E BIPIB 1E ANKUP 1E PILAX 1E (TABULAR 2)    | AD 2-WBGS-7-3  |
| STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO - RWY 13 NOLUS 1F REDUK 1F LENTU 1F ELNAL 1F BIPIB 1F ANKUP 1F PILAX 1F                            | AD 2-WBGS-7-5  |
| STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO - RWY 13 NOLUS 1F REDUK 1F LENTU 1F ELNAL 1F BIPIB 1F ANKUP 1F PILAX 1F (TABULAR 1)                | AD 2-WBGS-7-6  |
| STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO - RWY 13 NOLUS 1F REDUK 1F LENTU 1F ELNAL 1F BIPIB 1F ANKUP 1F PILAX 1F (TABULAR 2)                | AD 2-WBGS-7-7  |
| STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO - RNAV (GNSS) RWY 31 NOLUS 1G REDUK 1G LENTU 1G ELNAL 1G BIPIB 1G ANKUP 1G PILAX 1G                | AD 2-WBGS-7-9  |
| STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO - RNAV (GNSS) RWY 31 NOLUS 1G REDUK 1G LENTU 1G ELNAL 1G BIPIB 1G ANKUP 1G PILAX 1G (TABULAR 1)    | AD 2-WBGS-7-10 |
| STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO - RNAV (GNSS) RWY 31 NOLUS 1G REDUK 1G LENTU 1G ELNAL 1G BIPIB 1G ANKUP 1G PILAX 1G (TABULAR 2)    | AD 2-WBGS-7-11 |
| STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO - RWY 31 NOLUS 1H REDUK 1H LENTU 1H ELNAL 1H BIPIB 1H ANKUP 1H PILAX 1H                            | AD 2-WBGS-7-13 |
| STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO - RWY 31 NOLUS 1H REDUK 1H LENTU 1H ELNAL 1H BIPIB 1H ANKUP 1H PILAX 1H (TABULAR 1)                | AD 2-WBGS-7-14 |
| STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO - RWY 31 NOLUS 1H REDUK 1H LENTU 1H ELNAL 1H BIPIB 1H ANKUP 1H PILAX 1H (TABULAR 2)                | AD 2-WBGS-7-15 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 13 ILS Z OR LOC Z                                                                                           | AD 2-WBGS-8-1  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 13 ILS Z OR LOC Z (TABULAR 1)                                                                               | AD 2-WBGS-8-2  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 13 ILS Y OR LOC Y                                                                                           | AD 2-WBGS-8-3  |

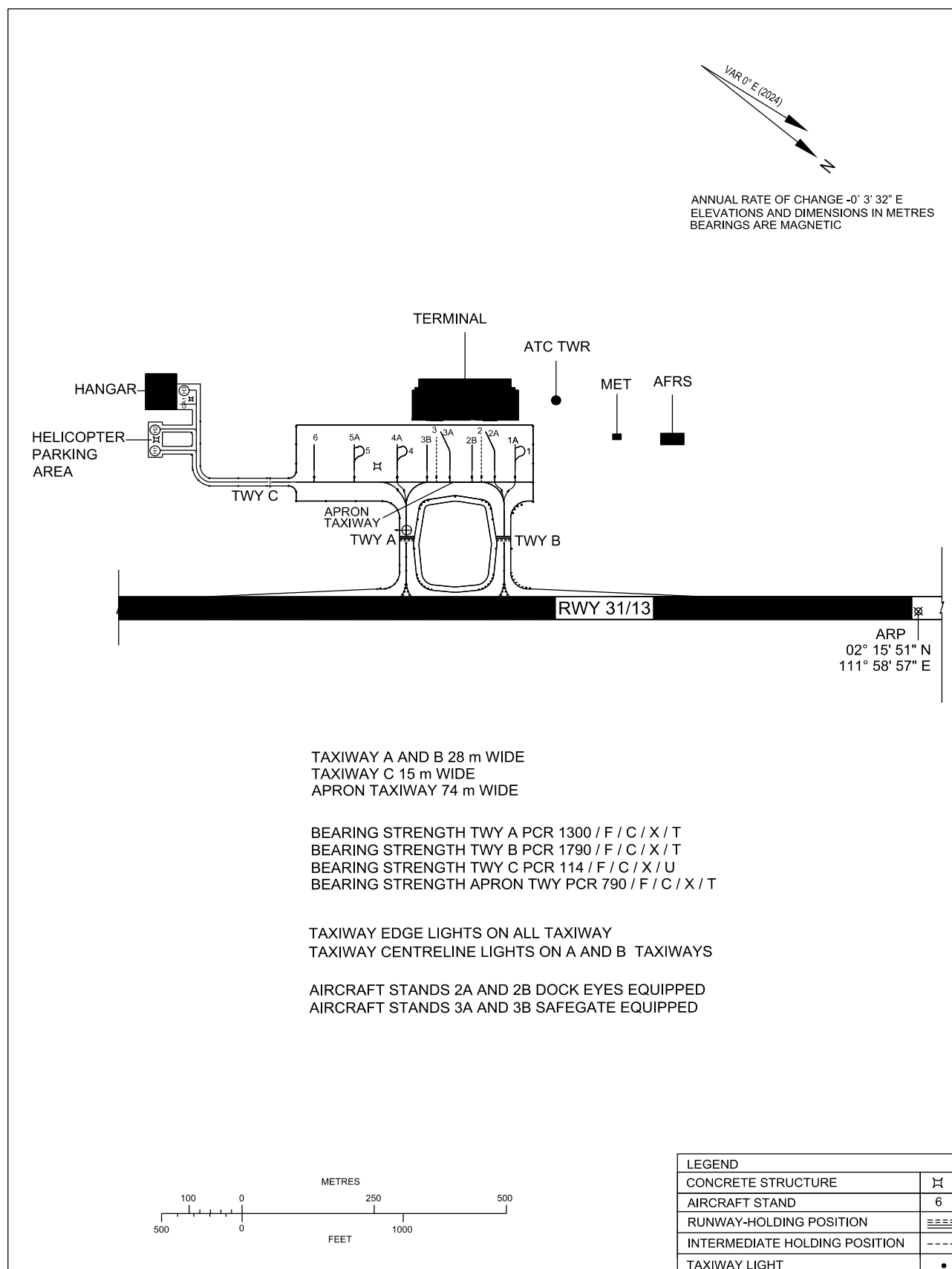
| Chart name                                                           | Page           |
|----------------------------------------------------------------------|----------------|
| INSTRUMENT APPROACH CHART - ICAO - RWY 13 ILS Y OR LOC Y (TABULAR 1) | AD 2-WBGS-8-4  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 13 RNP Z (AR)                 | AD 2-WBGS-8-5  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 13 RNP Z (AR) (TABULAR 1)     | AD 2-WBGS-8-6  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 13 RNP Z (AR) (TABULAR 2)     | AD 2-WBGS-8-7  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 13 RNP Y                      | AD 2-WBGS-8-9  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 13 RNP Y (TABULAR 1)          | AD 2-WBGS-8-10 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 13 VOR Z                      | AD 2-WBGS-8-11 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 13 VOR Z (TABULAR 1)          | AD 2-WBGS-8-12 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 13 VOR Y                      | AD 2-WBGS-8-13 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 13 VOR Y (TABULAR 1)          | AD 2-WBGS-8-14 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 31 RNP Z (AR)                 | AD 2-WBGS-8-15 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 31 RNP Z (AR) (TABULAR 1)     | AD 2-WBGS-8-16 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 31 RNP Z (AR) (TABULAR 2)     | AD 2-WBGS-8-17 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 31 RNP Y                      | AD 2-WBGS-8-19 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 31 RNP Y (TABULAR 1)          | AD 2-WBGS-8-20 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 31 VOR Z                      | AD 2-WBGS-8-21 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 31 VOR Z (TABULAR 1)          | AD 2-WBGS-8-22 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 31 VOR Y                      | AD 2-WBGS-8-23 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 31 VOR Y (TABULAR 1)          | AD 2-WBGS-8-24 |

## AIRCRAFT PARKING / DOCKING CHART - ICAO

APRON ELEV  
32 m

|       |                      |
|-------|----------------------|
| APP   | 122.6 (P), 124.4 (S) |
| TWR   | 123.2                |
| SMC   | 121.9                |
| ATIS  | 127.65               |
| EMERG | 121.5                |

**SIBU /  
SIBU AIRPORT**



**CHANGES :** MOVE THE AIRCRAFT PARKING / DOCKING STAND POSITION TABLE TO THE NEXT PAGE

**AIRCRAFT PARKING /  
DOCKING CHART - ICAO**

APRON ELEV  
32 m

**SIBU /  
SIBU AIRPORT**

| AIRCRAFT PARKING / DOCKING STAND POSITION |                                     |                   |                                                    |                                            |
|-------------------------------------------|-------------------------------------|-------------------|----------------------------------------------------|--------------------------------------------|
| BAY<br>NUMBER                             | INS COORDINATES FOR AIRCRAFT STANDS |                   | SURFACE & STRENGTH                                 | AIRCRAFT TYPE                              |
| 1                                         | 02° 15' 27.63" N                    | 111° 59' 10.13" E | PCR 640 / R / B / W / T<br>PCR 790 / F / C / X / T | BE20                                       |
| 1A                                        | 02° 15' 27.29" N                    | 111° 59' 10.12" E | PCR 640 / R / B / W / T<br>PCR 790 / F / C / X / T | FA8X, A320                                 |
| 2                                         | 02° 15' 25.57" N                    | 111° 59' 11.88" E | PCR 820 / R / B / W / T<br>PCR 790 / F / C / X / T | A21N                                       |
| 2A                                        | 02° 15' 25.46" N                    | 111° 59' 11.48" E | PCR 820 / R / B / W / T<br>PCR 790 / F / C / X / T | A21N, A320, B38M,<br>B738, E290            |
| 2B                                        | 02° 15' 25.62" N                    | 111° 59' 12.68" E | PCR 820 / R / B / W / T<br>PCR 790 / F / C / X / T | A21N, A320, B38M,<br>B738, E290            |
| 3                                         | 02° 15' 23.77" N                    | 111° 59' 14.01" E | PCR 900 / R / B / W / T<br>PCR 790 / F / C / X / T | A21N                                       |
| 3A                                        | 02° 15' 23.66" N                    | 111° 59' 13.61" E | PCR 940 / R / B / W / T<br>PCR 790 / F / C / X / T | A21N, A320, B38M,<br>B738, E290            |
| 3B                                        | 02° 15' 23.82" N                    | 111° 59' 14.81" E | PCR 950 / R / B / W / T<br>PCR 790 / F / C / X / T | A21N, A320, B38M,<br>B738, E290            |
| 4                                         | 02° 15' 22.73" N                    | 111° 59' 15.78" E | PCR 820 / R / B / W / T<br>PCR 790 / F / C / X / T | AT76, AT75                                 |
| 4A                                        | 02° 15' 22.34" N                    | 111° 59' 15.97" E | PCR 820 / R / B / W / T<br>PCR 790 / F / C / X / T | A21N, A320, B38M, B738<br>E290, AT76, AT75 |
| 5                                         | 02° 15' 21.01" N                    | 111° 59' 17.81" E | PCR 780 / R / B / W / T<br>PCR 790 / F / C / X / T | AT76, AT75                                 |
| 5A                                        | 02° 15' 20.63" N                    | 111° 59' 18.00" E | PCR 780 / R / B / W / T<br>PCR 790 / F / C / X / T | A21N, A320, B38M, B738<br>E290, AT76, AT75 |
| 6                                         | 02° 15' 19.09" N                    | 111° 59' 20.00" E | PCR 840 / R / B / W / T<br>PCR 790 / F / C / X / T | A21N, A320, B38M, B738<br>E290, AT76, AT75 |
| H1                                        | 02° 15' 14.12" N                    | 111° 59' 28.02" E | 5 TONNES<br>CONCRETE                               | EC155                                      |
| H2                                        | 02° 15' 13.06" N                    | 111° 59' 27.13" E | 5 TONNES<br>CONCRETE                               | EC155                                      |
| H3                                        | 02° 15' 11.86" N                    | 111° 59' 24.80" E | 5 TONNES<br>CONCRETE & ASPHALT                     | EC155                                      |
| GA1                                       | 02° 15' 12.30" N                    | 111° 59' 25.54" E | PCR 130 / R / C / X / U<br>PCR 114 / F / C / X / U | HA4T                                       |

## WBKS AD 2.24 CHARTS RELATED TO AN AERODROME

| Chart name                                                                                                  | Page           |
|-------------------------------------------------------------------------------------------------------------|----------------|
| AERODROME/HELIPORT CHART - ICAO                                                                             | AD 2-WBKS-2-1  |
| AIRCRAFT PARKING/DOCKING CHART - ICAO                                                                       | AD 2-WBKS-2-3  |
| AIRCRAFT PARKING/DOCKING CHART - ICAO TABULAR 1                                                             | AD 2-WBKS-2-4  |
| AERODROME GROUND MOVEMENT CHART - ICAO                                                                      | AD 2-WBKS-2-5  |
| SANDAKAN CONTROL ZONE AND HOLDING AREAS                                                                     | AD 2-WBKS-4-1  |
| STANDARD DEPARTURE CHART - ICAO - RWY 26 KUDAT 1A                                                           | AD 2-WBKS-6-1  |
| STANDARD DEPARTURE CHART - ICAO - RWY 08 KUDAT 1D BELDA 1D AKMAR 1D ANKOD 1D LAHAD 1D                       | AD 2-WBKS-6-3  |
| STANDARD DEPARTURE CHART - ICAO - RWY 08 KUDAT 1D BELDA 1D AKMAR 1D ANKOD 1D LAHAD 1D (TABULAR 1)           | AD 2-WBKS-6-4  |
| STANDARD DEPARTURE CHART - ICAO - RWY 08 RNAV KUDAT 1B BELDA 1B AKMAR 1B ANKOB 1B LAHAD 1B                  | AD 2-WBKS-6-5  |
| STANDARD DEPARTURE CHART - ICAO - RWY 08 RNAV KUDAT 1B BELDA 1B AKMAR 1B ANKOB 1B LAHAD 1B (TABULAR 1)      | AD 2-WBKS-6-6  |
| STANDARD DEPARTURE CHART - ICAO - RWY 08 RNAV KUDAT 1B BELDA 1B AKMAR 1B ANKOB 1B LAHAD 1B (TABULAR 2)      | AD 2-WBKS-6-7  |
| STANDARD ARRIVAL CHART - ICAO - RWY 08 VOR/DME ARC KUDAT 1H BELDA 1H AKMAR 1H ANKOB 1H LAHAD 1H             | AD 2-WBKS-7-1  |
| STANDARD ARRIVAL CHART - ICAO - RWY 08 VOR/DME ARC KUDAT 1H BELDA 1H AKMAR 1H ANKOB 1H LAHAD 1H (TABULAR 1) | AD 2-WBKS-7-2  |
| STANDARD ARRIVAL CHART - ICAO - RWY 08 RNAV KUDAT 1F BELDA 1F AKMAR 1F ANKOD 1F LAHAD 1F                    | AD 2-WBKS-7-3  |
| STANDARD ARRIVAL CHART - ICAO - RWY 08 RNAV KUDAT 1F BELDA 1F AKMAR 1F ANKOD 1F LAHAD 1F (TABULAR 1)        | AD 2-WBKS-7-4  |
| STANDARD ARRIVAL CHART - ICAO - RWY 08 RNAV KUDAT 1F BELDA 1F AKMAR 1F ANKOD 1F LAHAD 1F (TABULAR 2)        | AD 2-WBKS-7-5  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 08 ILS Z OR LOC Z                                                    | AD 2-WBKS-8-1  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 08 ILS Z OR LOC Z (TABULAR 1)                                        | AD 2-WBKS-8-2  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 08 ILS Y OR LOC Y                                                    | AD 2-WBKS-8-3  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 08 ILS Y OR LOC Y (TABULAR 1)                                        | AD 2-WBKS-8-4  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 08 VOR/DME Z                                                         | AD 2-WBKS-8-5  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 08 VOR/DME Z (TABULAR 1)                                             | AD 2-WBKS-8-6  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 08 VOR/DME Y                                                         | AD 2-WBKS-8-7  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 08 VOR/DME Y (TABULAR 1)                                             | AD 2-WBKS-8-8  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 08 RNP Y                                                             | AD 2-WBKS-8-9  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 08 RNP Y (TABULAR 1)                                                 | AD 2-WBKS-8-10 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 08 RNP Y (TABULAR 2)                                                 | AD 2-WBKS-8-11 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 26 VOR/DME                                                           | AD 2-WBKS-8-13 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 26 VOR (CAT A & B)                                                   | AD 2-WBKS-8-15 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 26 VOR (CAT C & D)                                                   | AD 2-WBKS-8-17 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 26 RNP Z (AR)                                                        | AD 2-WBKS-8-19 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 26 RNP Z (AR) (TABULAR 1)                                            | AD 2-WBKS-8-20 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 26 RNP Z (AR) (TABULAR 2)                                            | AD 2-WBKS-8-21 |

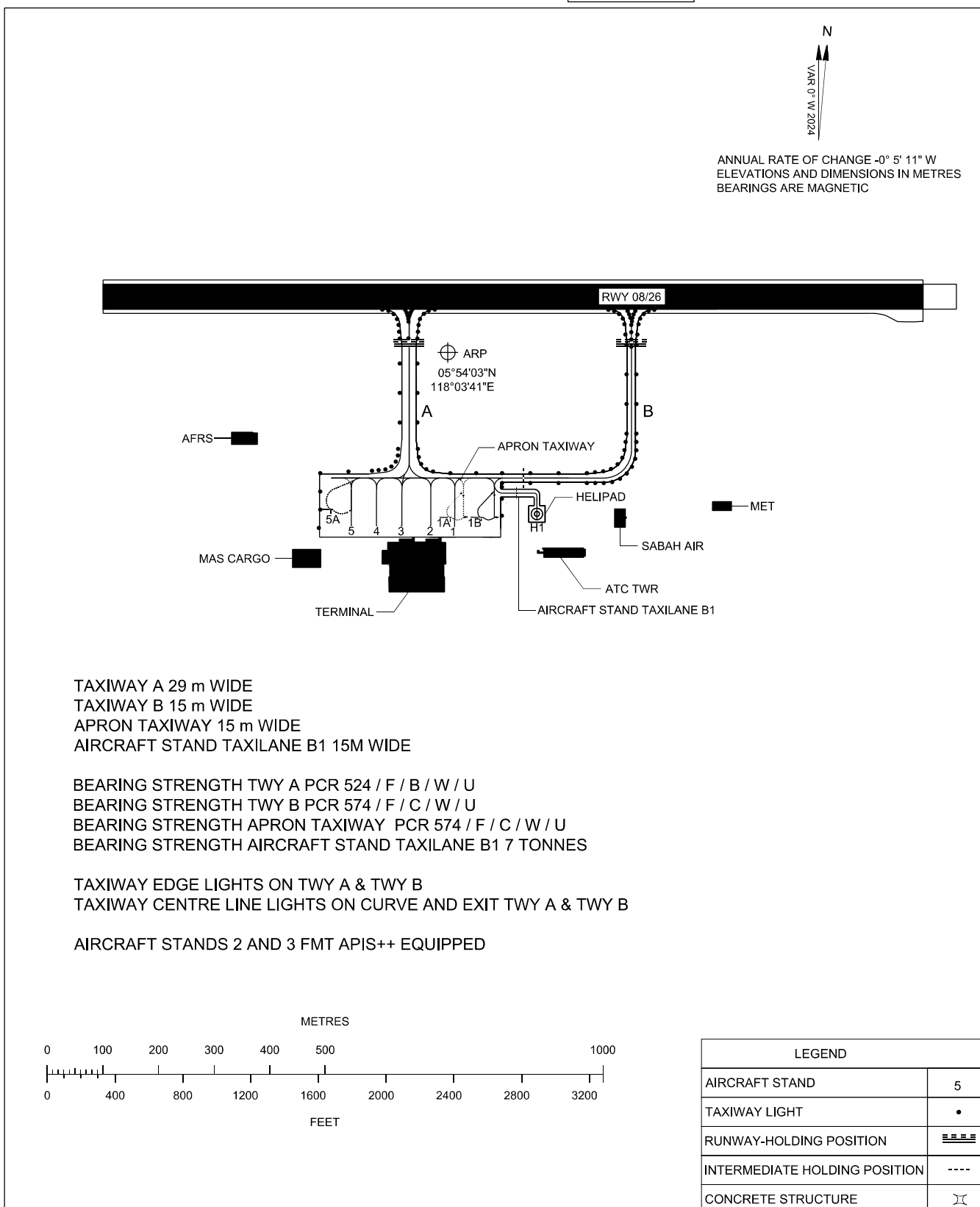
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**AIRCRAFT PARKING /  
DOCKING CHART - ICAO**

APRON ELEV  
13 m

|      |        |
|------|--------|
| TWR  | 122.05 |
|      | 121.5  |
| SMC  | 121.9  |
| ATIS | 128.2  |
| APP  | 123.2  |

**SANDAKAN /  
SANDAKAN AIRPORT**



**CHANGES:** MOVE THE AIRCRAFT PARKING DOCKING STAND POSITION TABLE TO THE NEXT PAGE

AIRCRAFT PARKING /  
DOCKING CHART - ICAOAPRON ELEV  
13 mSANDAKAN /  
SANDAKAN AIRPORT

| AIRCRAFT PARKING/DOCKING STAND POSITION |                                     |                   |                                                   |                        |
|-----------------------------------------|-------------------------------------|-------------------|---------------------------------------------------|------------------------|
| BAY<br>NUMBER                           | INS COORDINATES FOR AIRCRAFT STANDS |                   | SURFACE & STRENGTH                                | AIRCRAFT TYPE          |
| 1                                       | 05° 53' 52.63" N                    | 118° 03' 44.08" E | PCR 157 / R / D / W / U & PCR 135 / F / C / W / U | AT75                   |
| 1A                                      | 05° 53' 53.08" N                    | 118° 03' 43.89" E | PCR 157 / R / D / W / U & PCR 135 / F / C / W / U | AT75                   |
| 1B                                      | 05° 53' 53.30" N                    | 118° 03' 45.59" E | PCR 157 / R / D / W / U & PCR 135 / F / C / W / U | AT75                   |
| 2                                       | 05° 53' 52.42" N                    | 118° 03' 42.70" E | PCR 704 / R / D / W / U & PCR 574 / F / C / W / U | A320, A21N, B738, B38M |
| 3                                       | 05° 53' 52.15" N                    | 118° 03' 41.03" E | PCR 704 / R / D / W / U & PCR 524 / F / B / W / U | A320, A21N, B738, B38M |
| 4                                       | 05° 53' 51.91" N                    | 118° 03' 39.56" E | PCR 704 / R / D / W / U & PCR 524 / F / B / W / U | A320, A21N, B738, B38M |
| 5                                       | 05° 53' 51.56" N                    | 118° 03' 38.12" E | PCR 704 / R / D / W / U & PCR 524 / F / B / W / U | A320, A21N, B738, B38M |
| 5A                                      | 05° 53' 52.34" N                    | 118° 03' 36.82" E | PCR 354 / R / D / W / U & PCR 292 / F / B / W / U | C130                   |
| H1                                      | 05° 53' 54.00" N                    | 118° 03' 48.69" E | ASPHALT - 7 TONNES                                | HELICOPTER (AW139)     |

|   |                                             |                                                                                                                                                                                                                                                                                                                               |
|---|---------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 2 | Taxiway width, surface and strength         | <b>Taxiway A</b><br>Width: 23 m<br>Surface: Asphalt (Flexible)<br>Strength: PCR 574 / F / C / W / U<br><br><b>Taxiway B</b><br>Width: 22 m<br>Surface: Asphalt (Flexible)<br>Strength: PCR 574 / F / C / W / U<br><br><b>Apron Taxiway</b><br>Width: 24 m<br>Surface: Asphalt (Flexible)<br>Strength: PCR 574 / F / C / W / U |
| 3 | Altimeter checkpoint location and elevation | Location: At apron<br>Elevation: 16 m                                                                                                                                                                                                                                                                                         |
| 4 | VOR checkpoints                             | VOR: TWY A and TWY B holding position. See AD chart                                                                                                                                                                                                                                                                           |
| 5 | INS checkpoints                             | At aircraft parking stands (See AD 2-WBKW-2-3)                                                                                                                                                                                                                                                                                |
| 6 | Remarks                                     | B762 aircraft are only allowed to use TWY A to enter and exit the apron.                                                                                                                                                                                                                                                      |

**WBKW 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.<br>Yellow taxiing guide lines at apron<br>Visual docking and guidance system for Bay 1 and 2<br>Nose wheel guidance lines for all parking bays.                                                                                                                                    |
| 2 | RWY and TWY markings and LGT                                                                                  | RWY marking : Designation, threshold, centre line, side stripes, transverse stripe, touchdown zone, aiming point and runway turn pad markings.<br><br>RWY LGT : Edge, threshold, end and wing bar lights.<br><br>TWY marking : Centre line, taxi side stripe, runway-holding position and VOR aerodrome checkpoint markings.<br><br>TWY LGT : Center line, exit and edge lights. |
| 3 | Stop bars                                                                                                     | NIL                                                                                                                                                                                                                                                                                                                                                                              |
| 4 | Remarks                                                                                                       | Pilot to exercise caution when taxiing to holding position                                                                                                                                                                                                                                                                                                                       |

**WBKW AD 2.10 AERODROME OBSTACLES**

| In Area 2               |           |                         |             |                                            |                      |
|-------------------------|-----------|-------------------------|-------------|--------------------------------------------|----------------------|
| OBST ID/<br>Designation | OBST type | OBST position           | ELEV/HGT    | Marking/Type,<br>colour, lighting<br>(LGT) | Remarks              |
| a                       | b         | c                       | d           | e                                          | f                    |
| WBKWOB001               | Antenna   | 041817.0N<br>1180629.0E | 63 ft AMSL  | Lighted, colour red                        | LOC antenna.         |
| WBKWOB002               | Antenna   | 041759.0N<br>1180559.0E | 116 ft AMSL | Lighted, colour red                        | Locator antenna.     |
| WBKWOB003               | Pole      | 041829.4N<br>1180654.8E | 52 ft AMSL  | Marked, LGTD                               | WDI.                 |
| WBKWOB004               | Antenna   | 041902.0N<br>1180750.0E | 88 ft AMSL  | Lighted, colour red                        | GP antenna with hut. |

| In Area 2               |           |                         |              |                                            |                                       |
|-------------------------|-----------|-------------------------|--------------|--------------------------------------------|---------------------------------------|
| OBST ID/<br>Designation | OBST type | OBST position           | ELEV/HGT     | Marking/Type,<br>colour, lighting<br>(LGT) | Remarks                               |
| a                       | b         | c                       | d            | e                                          | f                                     |
| WBKWOB005               | Antenna   | 041928.0N<br>1180824.0E | 70 ft AMSL   | Lighted, colour<br>red                     | DVOR antenna.                         |
| WBKWOB006               | Pole      | 041907.8N<br>1180744.5E | 52 ft AMSL   | Marked, LGTD                               | WDI.                                  |
| WBKWOB007               | Hill      | 042347.0N<br>1180845.0E | 600 ft AMSL  | NIL                                        | BRG 016° distance 5.2 NM<br>from ARP. |
| WBKWOB008               | Hill      | 042354.0N<br>1181042.0E | 700 ft AMSL  | NIL                                        | BRG 034° distance 6.2 NM<br>from ARP. |
| WBKWOB009               | Hill      | 042300.0N<br>1181157.0E | 400 ft AMSL  | NIL                                        | BRG 048° distance 6.3 NM<br>from ARP. |
| WBKWOB010               | Hill      | 041757.0N<br>1181118.0E | 324 ft AMSL  | NIL                                        | BRG 102° distance 4.1 NM<br>from ARP. |
| WBKWOB011               | Hill      | 041415.0N<br>1180005.0E | 850 ft AMSL  | Lighted                                    | BRG 238° distance 8.6 NM<br>from ARP. |
| WBKWOB012               | Hill      | 041544.0N<br>1180145.0E | 400 ft AMSL  | NIL                                        | BRG 241° distance 6.4 NM<br>from ARP. |
| WBKWOB013               | Hill      | 041508.0N<br>1175834.0E | 1285 ft AMSL | NIL                                        | BRG 247° distance 9.5 NM<br>from ARP. |
| WBKWOB014               | Hill      | 041621.0N<br>1180022.0E | 600 ft AMSL  | NIL                                        | BRG 251° distance 7.4 NM<br>from ARP. |
| WBKWOB015               | Hill      | 042332.0N<br>1180457.0E | 900 ft AMSL  | NIL                                        | BRG 333° distance 5.3 NM<br>from ARP. |
| WBKWOB016               | Tower     | 041920.0N<br>1180537.0E | 203 ft AMSL  | Lighted                                    | -                                     |
| WBKWOB017               | Tower     | 041902.0N<br>1180750.0E | 207 ft AMSL  | Lighted                                    | Located in Kampung<br>Sungai Gading.  |
| WBKWOB018               | Tower     | 042140.6N<br>1180531.3E | 348 ft AMSL  | Lighted                                    | Located near PPR Balung.              |
| WBKWOB019               | Tower     | 041736.8N<br>1180437.2E | 211 ft AMSL  | Lighted                                    | Located near Jalan Apas.              |

| In Area 3               |           |               |          |                                            |         |
|-------------------------|-----------|---------------|----------|--------------------------------------------|---------|
| OBST ID/<br>Designation | OBST type | OBST position | ELEV/HGT | Marking/Type,<br>colour, lighting<br>(LGT) | Remarks |
| a                       | b         | c             | d        | e                                          | f       |
| NIL                     | NIL       | NIL           | NIL      | NIL                                        | NIL     |

## WBKW AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

|   |                                                               |                                               |
|---|---------------------------------------------------------------|-----------------------------------------------|
| 1 | Associated MET Office                                         | AMS TAWAU                                     |
| 2 | Hours of service<br>MET Office outside hours                  | H24                                           |
| 3 | Office responsible for TAF preparation<br>Periods of validity | AMO KOTA KINABALU<br>H24(0024 0606 1212 1818) |

|    |                                                                        |                                                                                                                           |
|----|------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------|
| 4  | Trend forecast<br>Interval of issuance                                 | NIL                                                                                                                       |
| 5  | Briefing/consultation provided                                         | NIL                                                                                                                       |
| 6  | Flight documentation<br>Language(s) used                               | Charts, Tabular Form and Abbreviated Plain Language Text<br>English                                                       |
| 7  | Charts and other information available for briefing or<br>consultation | No briefing and consultation but charts available upon request                                                            |
| 8  | Supplementary equipment available for providing<br>information         | Aviation Self-Briefing Terminal - ABT (Internet)                                                                          |
| 9  | ATS units provided with information                                    | Tawau Control Tower                                                                                                       |
| 10 | Additional information (limitation of service, etc.)                   | TEL: +6089 - 950560<br>Telefax: +6089 - 950568<br>Wind and RWY Visual Range (WRVR) System equipped for RWY24<br>and RWY06 |

## WBKW AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

| Designations<br>RWY NR | TRUE BRG | Dimensions of<br>RWY (m) | Strength of the<br>pavement classification<br>number (PCN) and<br>surface of RWY and<br>SWY | THR coordinates<br>RWY end<br>coordinates<br>THR geoid<br>undulation                                                  | THR elevation and highest<br>elevation of TDZ of<br>precision APP RWY |
|------------------------|----------|--------------------------|---------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------|
| 1                      | 2        | 3                        | 4                                                                                           | 5                                                                                                                     | 6                                                                     |
| 06                     | 58.37°   | 2685 x 47                | PCR 574 / F / C / W / U<br>Asphalt (Flexible)                                               | THR coordinates<br>041825.28N<br>1180641.96E<br><br>RWY end coordinates<br>041911.11N<br>1180756.07E<br>GUND: +59 m   | THR: 16 m                                                             |
| 24                     | 238.37°  | 2685 x 47                | PCR 574 / F / C / W / U<br>Asphalt (Flexible)                                               | THR coordinates<br>041911.11N<br>1180756.07E<br><br>RWY end coordinates<br>041825.28N<br>1180641.96E<br>GUND: +58.9 m | THR: 11.0 m<br>TDZ: 11.0 m                                            |

| Designations<br>RWY NR | Slope of RWY-SWY | SWY dimensions (m) | Clearway (CWY)<br>dimensions (m) | Strip dimensions (m) | Dimensions of<br>runway end safety<br>areas (m) |
|------------------------|------------------|--------------------|----------------------------------|----------------------|-------------------------------------------------|
| 1                      | 7                | 8                  | 9                                | 10                   | 11                                              |
| 05                     | -0.191%          | 60 x 47            | 180 x 150                        | 2925 x 280           | 90 x 94                                         |
| 23                     | +0.191%          | 60 x 47            | 180 x 150                        | 2925 x 280           | 90 x 94                                         |

| Designations<br>RWY NR | Location and description of engineering<br>material arresting system (EMAS) | OFZ | Remarks |
|------------------------|-----------------------------------------------------------------------------|-----|---------|
| 1                      | 12                                                                          | 12  | 13      |
| 05                     | NIL                                                                         | NIL | NIL     |
| 23                     | NIL                                                                         | NIL | NIL     |

**WBKW AD 2.13 DECLARED DISTANCES**

| RWY Designator | TORA (m) | TODA (m) | ASDA (m) | LDA (m) | Remarks |
|----------------|----------|----------|----------|---------|---------|
| 1              | 2        | 3        | 4        | 5       | 6       |
| 06             | 2685     | 2865     | 2745     | 2685    | NIL     |
| 24             | 2685     | 2865     | 2745     | 2685    | NIL     |

**WBKW AD 2.14 APPROACH AND RUNWAY LIGHTING**

| RWY Designator | APCH LGT type<br>LEN INTST | THR LGT colour<br>WBAR | VASIS (MEHT)<br>PAPI               | TDZ, LGT<br>LEN | RWY Centre Line<br>LGT Length, spacing, colour, INTST | RWY edge LGT<br>LEN, spacing, colour<br>INTST       | RWY End LGT<br>colour<br>WBAR | SWY LGT<br>LEN (M)<br>colour | Remarks |
|----------------|----------------------------|------------------------|------------------------------------|-----------------|-------------------------------------------------------|-----------------------------------------------------|-------------------------------|------------------------------|---------|
| 1              | 2                          | 3                      | 4                                  | 5               | 6                                                     | 7                                                   | 8                             | 9                            | 10      |
| 06             | SALS<br>420 m<br>LIH       | Green<br>Green         | PAPI<br>Left<br>Slope 3°<br>18.5 m | NIL             | NIL                                                   | 2685 m<br>57 m<br>Variable White/<br>Yellow<br>LIH  | Red<br>-                      | 60 m<br>Red                  | NIL     |
| 24             | CAT1<br>900 m<br>LIH       | Green<br>Green         | PAPI<br>Left<br>Slope 3°<br>17.9 m | NIL             | NIL                                                   | 2685 m<br>57 m<br>Variable White /<br>Yellow<br>LIH | Red<br>-                      | 60 m<br>Red                  | NIL     |

**WBKW AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY**

|   |                                                         |                                                                                                                                                                                                     |
|---|---------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | ABN/IBN location, characteristics and operational hours | ABN: Available on top of Control Tower.<br>Rotating: Green and White 20 to 30 per minutes.<br>IBN: NIL<br>1000 - 1400 UTC                                                                           |
| 2 | LDI location and LGT<br>Anemometer location and LGT     | LDI: NIL<br>Wind- direction indicator (WDI)<br>RWY 06: 400 m from THR on left side, 100 M from RWY centre line lighted.<br>RWY 24: 353 m from THR on left side, 100 M from RWY centre line lighted. |
| 3 | TWY edge and centre line lighting                       | TWY Edge - TWY A and TWY B<br>TWY Centre line - TWY A and TWY B                                                                                                                                     |
| 4 | Secondary power supply/switch-over time                 | Secondary power supply: Available to all AGL at AD<br>Switch-over time: Maximum 15 seconds                                                                                                          |
| 5 | Remarks                                                 | NIL                                                                                                                                                                                                 |

**WBKW AD 2.16 HELICOPTER LANDING AREA**

|   |                                                           |     |
|---|-----------------------------------------------------------|-----|
| 1 | Coordinates TLOF or THR of FATO<br>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 |

**WBKW AD 2.17 ATS AIRSPACE**

|   |                                   |                                                                                                                                                                                                                                                                                                                                                                                                             |
|---|-----------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Designation and lateral limits    | TAWAU CTR<br>Commencing from 040800N 1173000E, clockwise along an arc of a circle 40 NM radius centered on VTW DVOR/DME 041928.3N 1180823.7E, to 045841N 1175930E thence a straight line to 044247N 1184102E, thence along the arc of a circle 40 NM radius centred on VTW DVOR/DME 041928.3N 1180823.7E to 040002N 1184327E thence along the Malaysian / Indonesian National boundary to 040800N 1173000E. |
| 2 | Vertical limits                   | SFC to 11 500 ft AMSL                                                                                                                                                                                                                                                                                                                                                                                       |
| 3 | Airspace classification           | C                                                                                                                                                                                                                                                                                                                                                                                                           |
| 4 | ATS unit call sign<br>Language(s) | TAWAU RADAR / TAWAU TOWER<br>English                                                                                                                                                                                                                                                                                                                                                                        |
| 5 | Transition altitude               | 11 000 ft AMSL                                                                                                                                                                                                                                                                                                                                                                                              |
| 6 | Remarks                           | TAWAU RADAR during Approach Radar service provision.<br>TAWAU TOWER during Approach Procedural service provision.                                                                                                                                                                                                                                                                                           |

**WBKW AD 2.18 ATS COMMUNICATION FACILITIES**

| Service designation | Call sign                  | Frequency   | Hours of operation | Remarks                                                                                                                                                                 |
|---------------------|----------------------------|-------------|--------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1                   | 2                          | 3           | 4                  | 5                                                                                                                                                                       |
| SMC                 | TAWAU GROUND               | 121.900 MHz | 2300 - 1400        | NIL                                                                                                                                                                     |
| TWR                 | TAWAU TOWER                | 122.500 MHz |                    |                                                                                                                                                                         |
| APP                 | TAWAU RADAR                | 123.550 MHz | 0100 - 1000        | Radar service available between 0100 - 1000 UTC daily:<br>TAWAU TOWER shall be responsible for the provision of Air Traffic Services outside the above operation hours. |
| ATIS                | TAWAU TERMINAL INFORMATION | 126.250 MHz | 2300 - 1400        | NIL                                                                                                                                                                     |
| EMERGENCY FREQUENCY |                            | 121.500 MHz |                    |                                                                                                                                                                         |

**WBKW AD 2.19 RADIO NAVIGATION AND LANDING AIDS**

| Type of aid,<br>MAG VAR,<br>CAT of ILS/MLS<br>(For VOR/ILS/MLS,<br>give declination) | ID   | Frequency              | Hours of<br>operation | Position of<br>transmitting<br>antenna<br>coordinates | Elevation of<br>DME<br>transmitting<br>antenna | Service volume<br>radius from the<br>GBAS<br>reference point | Remarks                               |
|--------------------------------------------------------------------------------------|------|------------------------|-----------------------|-------------------------------------------------------|------------------------------------------------|--------------------------------------------------------------|---------------------------------------|
| 1                                                                                    | 2    | 3                      | 4                     | 5                                                     | 6                                              | 7                                                            | 8                                     |
| ILS/LOC                                                                              | ITWU | 111.300 MHz            | H24                   | 041817.12N<br>1180628.79E                             | -                                              | NIL                                                          | LOC - 25 W                            |
| GP/DME                                                                               |      | 332.300 MHz<br>CH 50 X |                       | 041902.07N<br>1180749.92E                             | 87 ft<br>(26.5 m)                              | NIL                                                          | RDH: 50 ft<br>GP - 5 W<br>DME - 100 W |
| DVOR/DME                                                                             | VTW  | 115.600 MHz<br>CH 103X |                       | 041928.3N<br>1180823.7E                               | 65 ft<br>(19.75 m)                             | NIL                                                          | Antenna Elevation:<br>11.95 m         |

**WBKW AD 2.20 LOCAL AERODROME REGULATION**

2.20.1. Circuit Pattern

- a) RWY 06 - Right Hand circuit.
- b) RWY 24 - Left Hand circuit.

2.20.2. 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 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.

2.20.3. Parking for general aviation aircraft - refer to Aerodrome Chart.

2.20.4. Helicopter landing / take-off are confined to either runway or taxiway subject to air traffic requirement, thereafter air taxi to the helicopter stand.

2.20.5. Departing aircraft shall be pushed back onto the apron taxiway centreline and face North East or South West as directed by ATC.

2.20.6. Two way radio communication shall be established with Tawau Approach (123.550 MHz) or Tawau Tower (122.500 MHz) prior to enter Tawau CTR.

**2.20.7 Arriving Aircraft Arrangement**

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

2.20.7.2 When Bay 5 is occupied with B762, no aircraft is allowed to be parked at Bay 4, Bay 6 and Bay 6A.

2.20.7.3 When Bay 6 is occupied with AT75, no aircraft is allowed to be parked at Bay 6A.

2.20.7.4 When Bay 6A is occupied with C750, no aircraft are allowed to be parked at Bay 6.

2.20.7.5 When Bay 5 is occupied with Code C aircraft, movement of the aircraft to power-in into Bay 6A is not permitted due to insufficient wing tip clearance.

2.20.8. Taxiway B is restricted to aircraft with an outer main gear wheel span (OMGWS) of 8.9 m and below

**WBKW AD 2.21 NOISE ABATEMENT PROCEDURES**

NIL

**WBKW AD 2.22 FLIGHT PROCEDURES**

**2.22.1 Communication Failure Procedure**

In the event of communication failure, the pilot shall act in accordance with the communication failure procedures as published in Malaysian AIP, ENR 1.6-3, Para 1.6.2.1.

**WBKW AD 2.23 ADDITIONAL INFORMATION**

**2.23.1 Bird Concentration In The Vicinity Of The Airport**

2.23.1.1 Presence of birds at the aerodrome. Pilots to exercise caution while landing and take-off.

**2.23.2 Backtrack on RWY**

2.23.2.1 No backtrack on RWY. (No Wheel lock Turn)

## WBKW AD 2.24 CHARTS RELATED TO AN AERODROME

| Chart name                                                                                        | Page           |
|---------------------------------------------------------------------------------------------------|----------------|
| AERODROME/HELIPORT CHART - ICAO                                                                   | AD 2-WBKW-2-1  |
| AIRCRAFT PARKING/DOCKING CHART - ICAO                                                             | AD 2-WBKW-2-3  |
| AIRCRAFT PARKING / DOCKING CHART - ICAO (TABULAR 1)                                               | AD 2-WBKW-2-4  |
| AERODROME GROUND MOVEMENT CHART - ICAO                                                            | AD 2-WBKW-2-5  |
| AERODROME OBSTACLE CHART - ICAO (TYPE A)                                                          | AD 2-WBKW-3-1  |
| TAWAU CONTROL ZONE AND HOLDING AREAS                                                              | AD 2-WBKW-4-1  |
| ATC SURVEILLANCE MINIMUM ALTITUDE CHART                                                           | AD 2-WBKW-4-3  |
| STANDARD DEPARTURE CHART - ICAO - RWY 06/24 TAWAU RADAR 1                                         | AD 2-WBKW-6-1  |
| STANDARD DEPARTURE CHART - ICAO - RWY 24 BAXAL 1A AGIGI 1A AKDEM 1A TAWAU 1A                      | AD 2-WBKW-6-3  |
| STANDARD DEPARTURE CHART - ICAO - RWY 06 TAWAU 1B BAXAL 1B BILUK 1B                               | AD 2-WBKW-6-5  |
| STANDARD ARRIVAL CHART - ICAO - RWY 24 (RNAV) AGIGI 1C ANGUR 1A BILUK 1A BAXAL 1C                 | AD 2-WBKW-7-1  |
| STANDARD ARRIVAL CHART - ICAO - RWY24 VOR/DME ARC AGIGI 1H ANGUR 1H BILUK 1H BAXAL 1H             | AD 2-WBKW-7-3  |
| STANDARD ARRIVAL CHART - ICAO - RWY24 VOR/DME ARC AGIGI 1H ANGUR 1H BILUK 1H BAXAL 1H (TABULAR 1) | AD 2-WBKW-7-4  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 06 VOR                                                     | AD 2-WBKW-8-1  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 24 VOR                                                     | AD 2-WBKW-8-3  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 24 ILS OR LOC                                              | AD 2-WBKW-8-5  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 24 ILS OR LOC (TABULAR 1)                                  | AD 2-WBKW-8-6  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 06 RNP Z (AR)                                              | AD 2-WBKW-8-7  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 06 RNP Z (AR) (TABULAR 1)                                  | AD 2-WBKW-8-8  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 06 RNP Z (AR) (TABULAR 2)                                  | AD 2-WBKW-8-9  |
| INSTRUMENT APPROACH CHART - ICAO - RWY 24 RNP Z (AR)                                              | AD 2-WBKW-8-11 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 24 RNP Z (AR) (TABULAR 1)                                  | AD 2-WBKW-8-12 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 24 RNP Z (AR) (TABULAR 2)                                  | AD 2-WBKW-8-13 |
| INSTRUMENT APPROACH CHART - ICAO - RWY 24 RNP Z (AR) (TABULAR 3)                                  | AD 2-WBKW-8-14 |

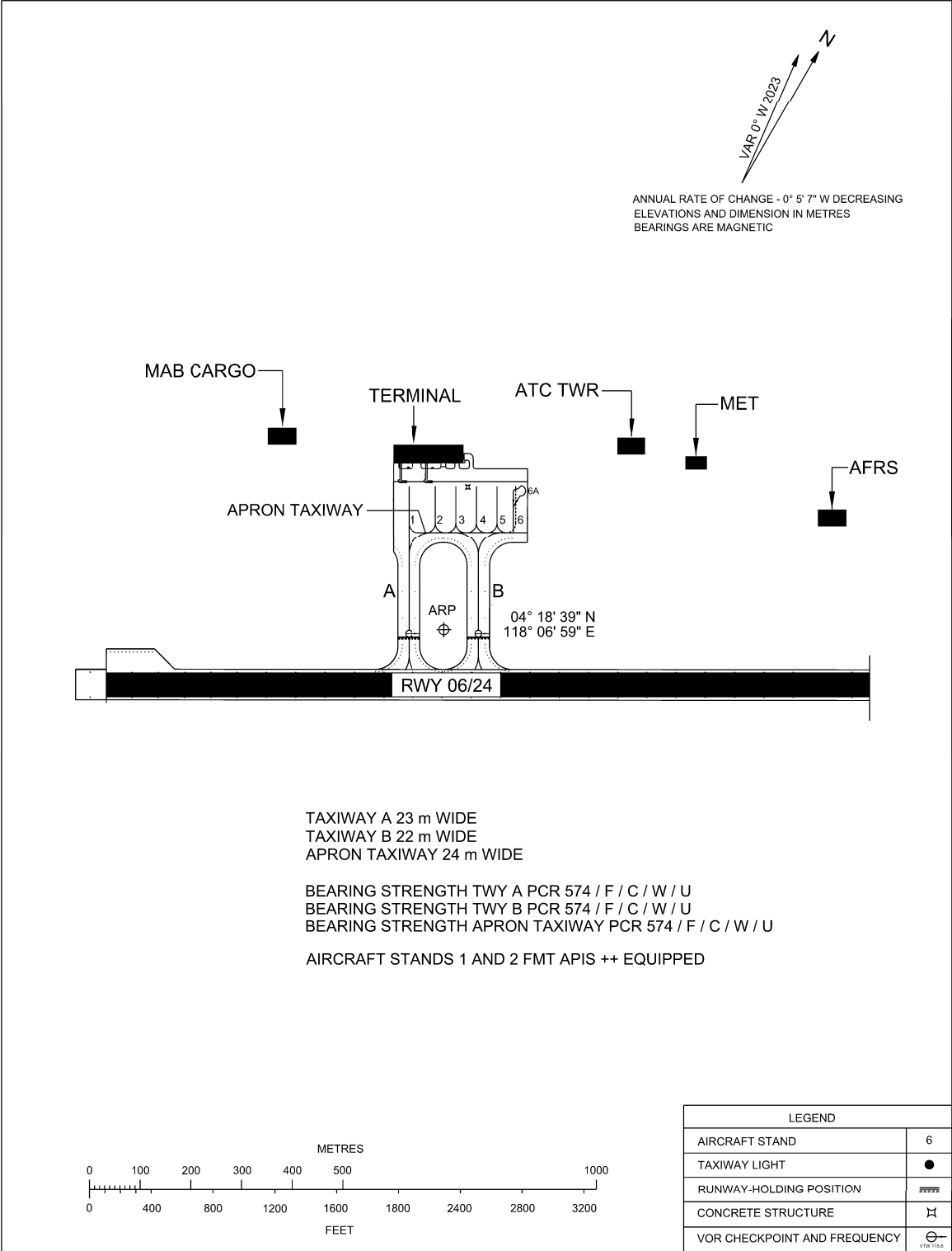
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AIRCRAFT PARKING /  
DOCKING CHART - ICAO

APRON ELEV  
16 m

|      |        |
|------|--------|
| TWR  | 122.50 |
| SMC  | 121.9  |
| APP  | 123.55 |
| ATIS | 126.25 |

TAWAU /  
TAWAU AIRPORT



CHANGES: MOVE THE AIRCRAFT PARKING / DOCKING STAND POSITION TABLE TO THE NEXT PAGE

AIRCRAFT PARKING /  
DOCKING CHART - ICAOAPRON ELEV  
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TAWAU AIRPORT

## AIRCRAFT PARKING / DOCKING STAND POSITION

| INS COORDINATES FOR AIRCRAFT STANDS |                  |                   | SURFACE & STRENGTH                                  | AIRCRAFT TYPE                |
|-------------------------------------|------------------|-------------------|-----------------------------------------------------|------------------------------|
| 1                                   | 04° 18' 46.54" N | 118° 06' 51.59" E | PCR 685 / R / C / W / U AND PCR 574 / F / C / W / U | AT75, B738, B38M, A320, A21N |
| 2                                   | 04° 18' 47.43" N | 118° 06' 53.03" E | PCR 685 / R / C / W / U AND PCR 574 / F / C / W / U | AT75, B738, B38M, A320, A21N |
| 3                                   | 04° 18' 47.93" N | 118° 06' 54.27" E | PCR 685 / R / C / W / U AND PCR 574 / F / C / W / U | AT75, B738, B38M, A320, A21N |
| 4                                   | 04° 18' 48.62" N | 118° 06' 55.39" E | PCR 685 / R / C / W / U AND PCR 574 / F / C / W / U | B738, B38M, A320, A21N       |
| 5                                   | 04° 18' 49.31" N | 118° 06' 56.51" E | PCR 685 / R / C / W / U AND PCR 574 / F / C / W / U | B738, B38M, A320, A21N, B762 |
| 6                                   | 04° 18' 49.92" N | 118° 06' 57.52" E | PCR 135 / F / C / W / U                             | AT75                         |
| 6A                                  | 04° 18' 49.90" N | 118° 06' 57.81" E | PCR 116 / F / C / W / U                             | C750 (CITATION X)            |