

**GENERAL****Operational Hours****ATS Hours:** 2230-1600.**AD OPS Hours:** 2230-1600. O/T PPR before 0800.**Airport Information****RFF:** CAT 8**Fuel:** PN with Petronas**PCN:** RWY 16/34: 70/F/C/X/T**Operation****RWY Restriction**

Locked wheel turn is not allowed on RWY.

RWY turning pad at RWY end for B747-400 and below.

RWY turning pad at RWY intermediate for B737-900 and below.

**Parking**

Stands 1-4 APIS AVBL.

Stands 1-7 and Cargo APN marshaller compulsory.

All light and unscheduled ACFT park on cargo parking, except for VIP ACFT.

**Warnings**

Helipad OPS at Hospital (N 01 32.8 E103 47.5)

**JB NDB** BRG fluctuations greater than +/- 10° maybe observed in sector 138°-148°.**KK NDB** BRG fluctuations greater than +/- 10° maybe observed in sector 048°-052°.

Birds in vicinity of AD.

**ARRIVAL****Communication****COM Failure**

- Try TWR, GND or Sector 2 TWR FREQ.
- Under Pilot Navigation continue on STAR and land.
- In VMC during daylight hours, maintain VFR and land at Johor or at a suitable AD outside controlled ASP.

In IMC or between sunset and sunrise:

- Conduct flight in accordance with basic COM failure PROC
- Before receiving CLR to enter the Johor terminal area, proceed via AWYs to VJB VOR/DME

Identification of RWY in use by reference to CATIS, PAPI and/or APCH lights.

**Arrival Procedure****Emergency Diversion Tracks**

If an emergency descent is to be made by an ACFT holding in the VJB VOR/DME holding stack, all ACFT holding below the level of the emergency ACFT, will be instructed to divert immediately on a track of 306° until the emergency ACFT has vacated each ACFT's level.

**VFR Traffic Pattern**

RWY 34 right hand circuit:

- Heavy ACFT at 1500ft/2000ft on QNH.
- Medium ACFT at 1000ft on QNH.

**DEPARTURE****Take-off Minima**

RWY		16/34	
All ACFT	ft - m/km	0 - 400v	HJ only
		0 - 800v	HN

**Communication****COM Failure**

Under Pilot Navigation:

Maintain last assigned LVL for 3min. If no onward CLR has been received subsequently climb to comply with SID.

Under Radar vectoring:

Maintain vector for 2min.

If below MSA:

Climb to MSA, then track to intercept CLRD or previously assigned SID to DEST.

When flying the JOHOR RADAR DEP SID:

- Maintain last assigned HDG - climb to MSA or last assigned LVL if higher.
- Maintain MSA or last assigned LVL, as applicable for 2min.
- Then climb to planned FL and intercept flight planned track (as amended by ATC, if applicable).

**Departure Procedure****Start-up/Push-back**

REQ ATC CLR prior start-up.

After receipt of ATC CLR, request start-up/push-back within 5min.

Effective 25-MAY-2017  
18-MAY-2017

Malaysia Johor Bahru Senai Intl

JHB-WMKJ

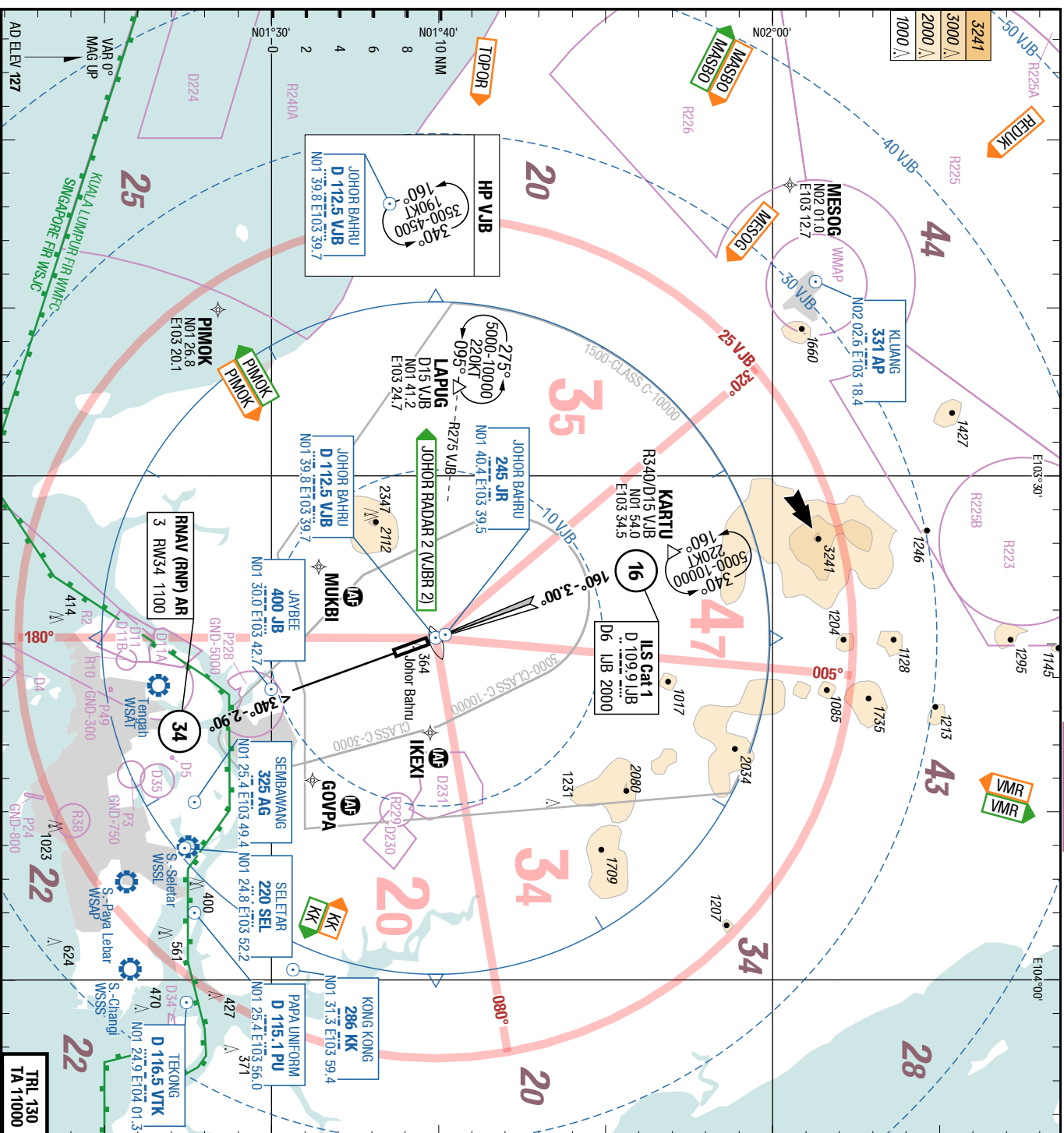
2-10

AGC  
AFC

AFC  
AFC

AGC  
AFC

Senai Intl Johor Bahru Malaysia



ATIS

Lumpur CTL 123.050 2230-1600

Johor APP 123.750 1600-2230

Johor TWR 124.700 2330-1330

Johor GND 121.050 2330-1330

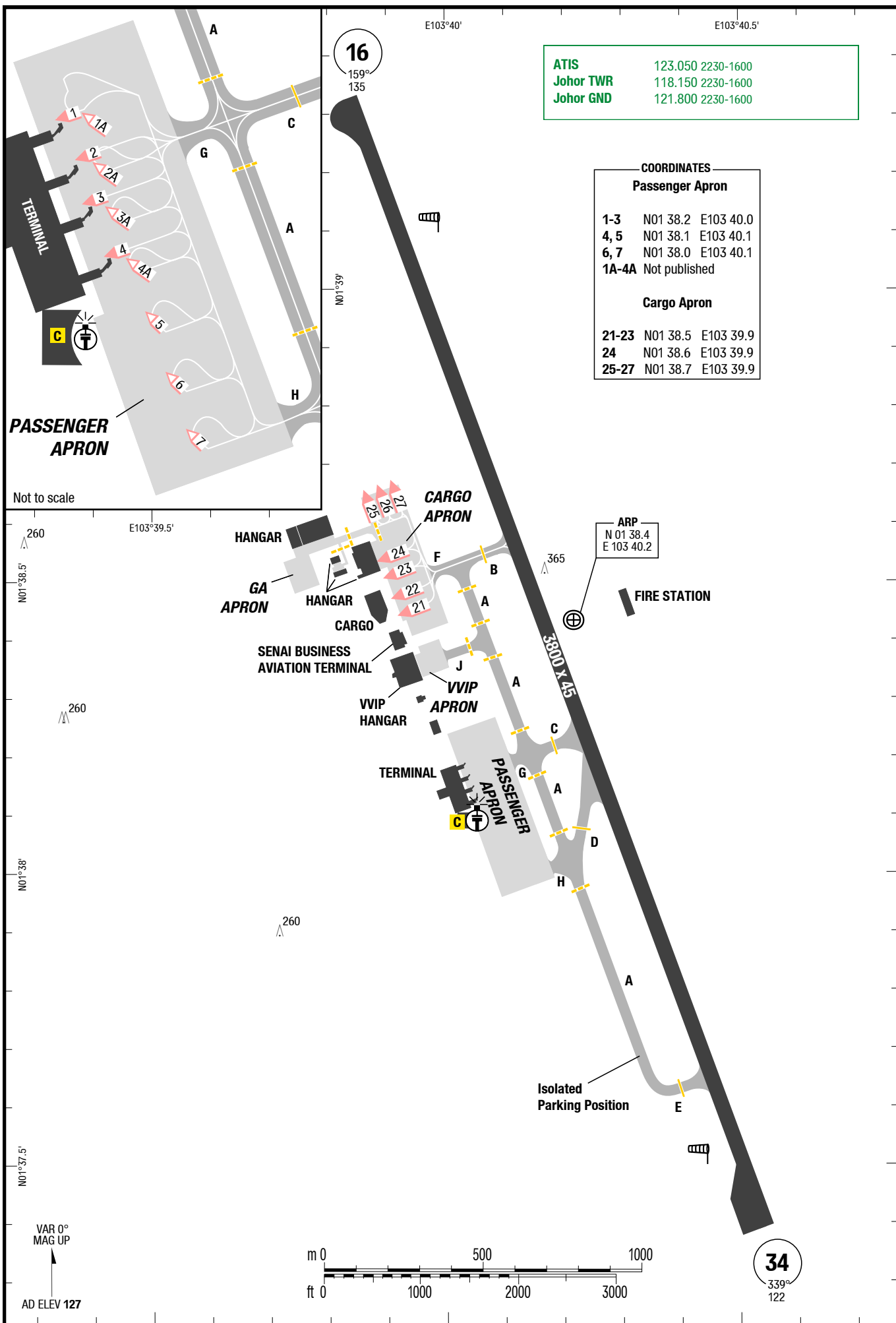
Johor GND 118.150 2230-1600

Johor GND 121.800 2230-1600

Landing RWY system:

16 HL-P1 135 / 51Pa TDZ ---% 3800 x 45 3.0° 60 HL

34 HL-S 122 / 41Pa TDZ ---% 420 3.0° 60 HL



31-MAR-2016

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SIDS RMY 34

SIDS RMY 16

SID

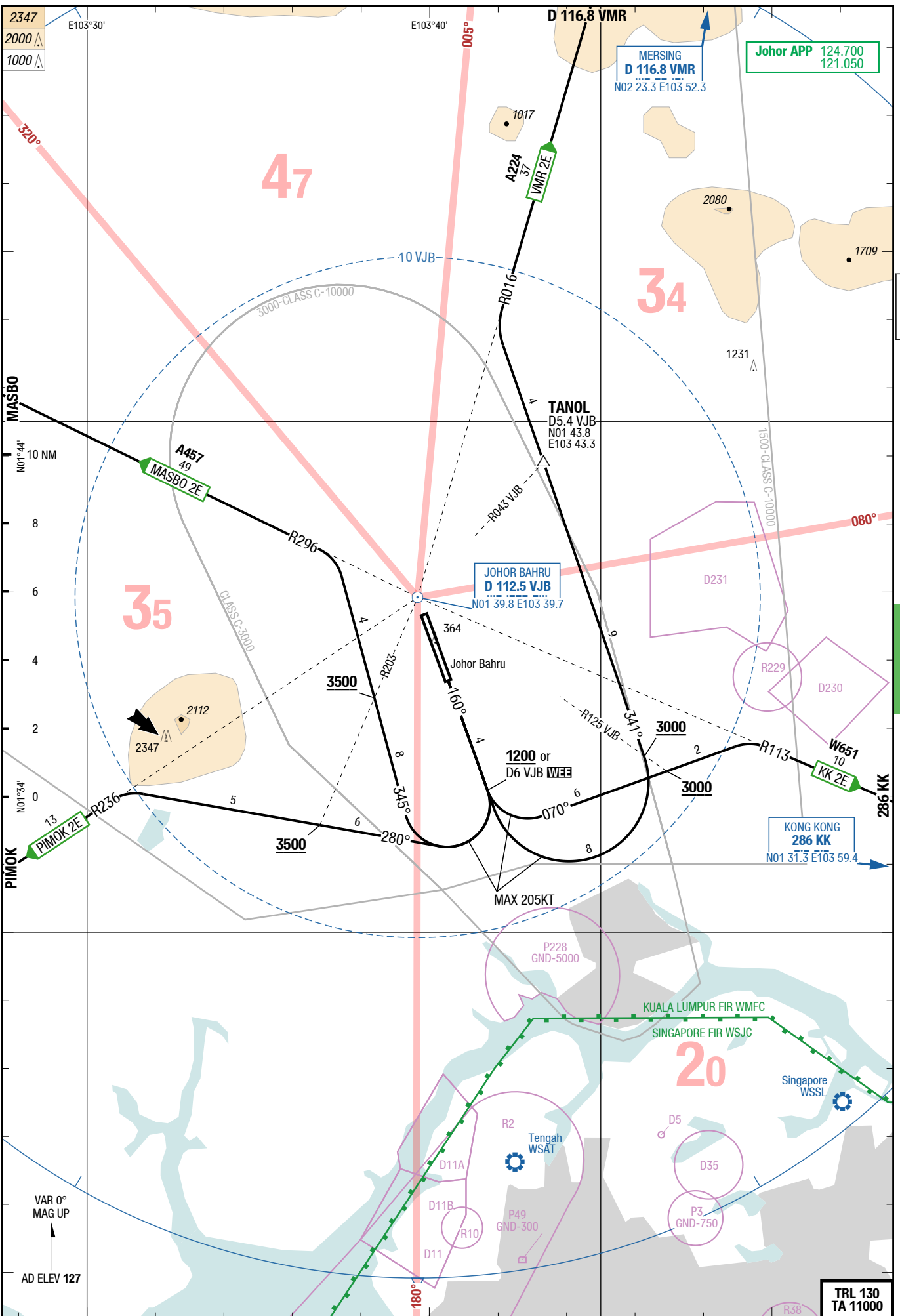
SID

Senai Intl Johor Bahru Malaysia

SIDS RMY 34

SIDS RMY 16

4-10



31-MAR-2016

JHB-WMKJ

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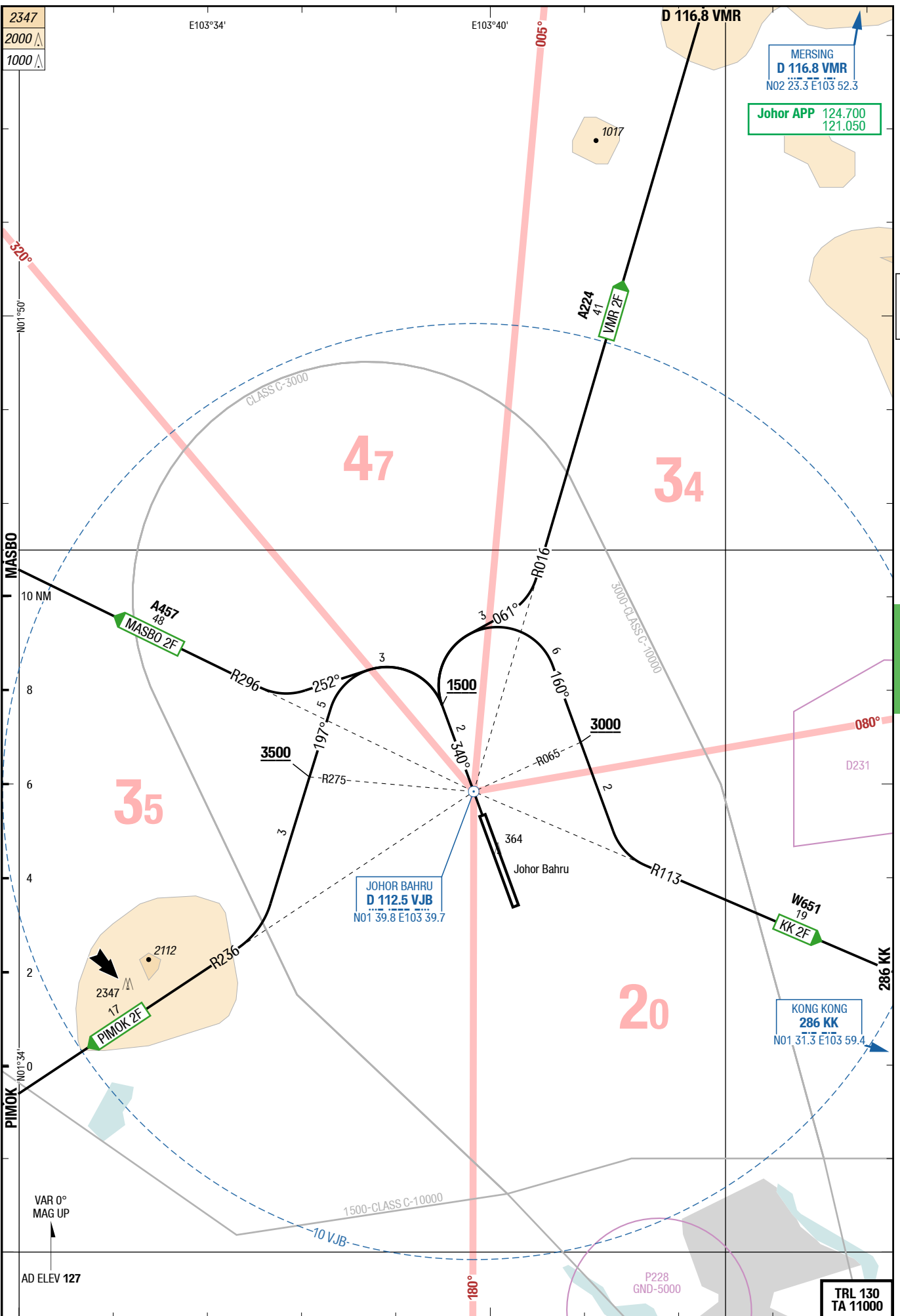
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SIDS RWY 34

SID  
SID

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SIDS RWY 34

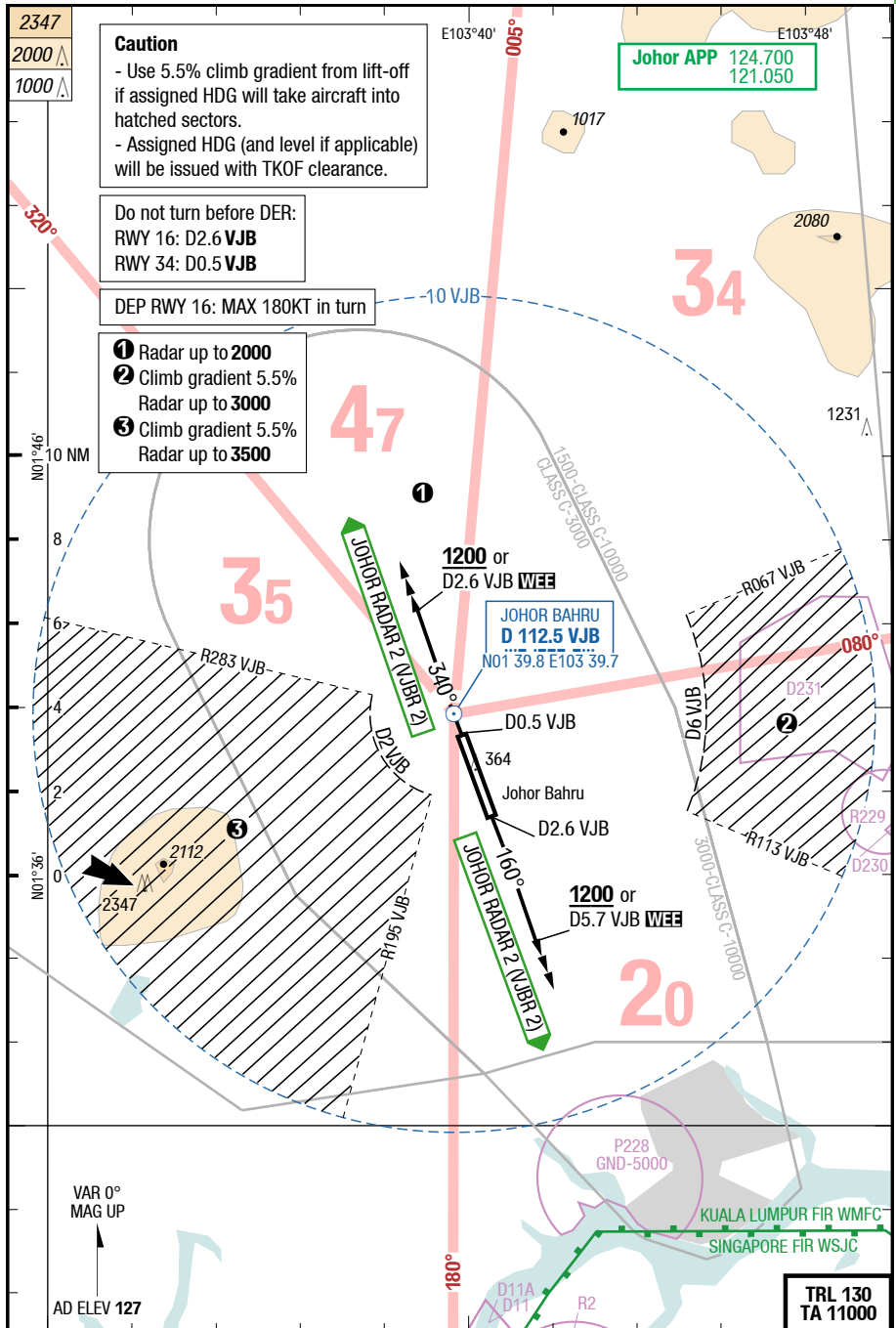


31-MAR-2016

JHB-WMKJ

4-30

SIDs Johor Radar Two



Changes: ALT, AD ELEV, Editorial

31-MAR-2016

**JHB-WMKJ**

5-10

**SIDs RWY 16**

**SIDPT**

**KONG KONG 2E / MASBO 2E / MERSING 2E / PIMOK 2E**

RWY 16 (159°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 16</b>	
<b>KONG KONG 2E</b> <b>KK 2E</b> 5.0% to crossing R125 VJB <b>124.700</b>	160° - at MNM <b>1200</b> or D6 <b>VJB</b> , whichever is earlier, <b>LT</b> (MAX 205KT) 070° - intercept R113 <b>VJB</b> to <b>KK</b> - join AWY W651	R125 <b>VJB</b> MNM <b>3000</b>
<b>MASBO 2E</b> 5.0% to crossing R203 VJB <b>124.700</b>	160° - at MNM <b>1200</b> or D6 <b>VJB</b> , whichever is earlier, <b>RT</b> (MAX 205KT) 345° - intercept R296 <b>VJB</b> to MASBO - join AWY A457	R203 <b>VJB</b> MNM <b>3500</b>
<b>MERSING 2E</b> <b>VMR 2E</b> 5.0% to crossing R125 VJB <b>124.700</b>	160° - at MNM <b>1200</b> or D6 <b>VJB</b> , whichever is earlier, <b>LT</b> (MAX 205KT) 341° via TANOL - intercept R016 <b>VJB</b> to <b>VMR</b> - join AWY A224	R125 <b>VJB</b> MNM <b>3000</b>
<b>PIMOK 2E</b> 5.0% to crossing R203 VJB <b>124.700</b>	160° - at MNM <b>1200</b> or D6 <b>VJB</b> , whichever is earlier, <b>RT</b> (MAX 205KT) 280° - intercept R236 <b>VJB</b> to PIMOK	R203 <b>VJB</b> MNM <b>3500</b>

Changes: Altitudes



31-MAR-2016

**JHB-WMKJ**

5-20

**SIDs RWY 34**

**SIDPT**

**KONG KONG 2F / MASBO 2F / MERSING 2F / PIMOK 2F**  
RWY 34 (339°)

	GS	120	150	180	210	240	270
4.5%	ft/MIN	600	700	900	1000	1100	1300

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 34</b>	
<b>KONG KONG 2F</b> <b>KK 2F</b> 4.5% to 3500 <b>124.700</b>	340° - at MNM <b>1500 RT</b> 160° - intercept R113 <b>VJB</b> to <b>KK</b> - join AWY W651	R065 <b>VJB</b> MNM <b>3000</b>
<b>MASBO 2F</b> 4.5% to 3500 <b>124.700</b>	340° - at MNM <b>1500 LT</b> 252° - intercept R296 <b>VJB</b> to MASBO - join AWY A457	
<b>MERSING 2F</b> <b>VMR 2F</b> 4.5% to 3500 <b>124.700</b>	340° - at MNM <b>1500 RT</b> 061° - intercept R016 <b>VJB</b> to <b>VMR</b> - join AWY A224	
<b>PIMOK 2F</b> 4.5% to 3500 <b>124.700</b>	340° - at MNM <b>1500 LT</b> 197° - intercept R236 <b>VJB</b> to PIMOK	R275 <b>VJB</b> MNM <b>3500</b>

Changes: Altitudes

31-MAR-2016

**JHB-WMKJ****5-30****SIDs Johor Radar Two****JOHOR RADAR 2 (VJBR 2)**

RWY 16 (159°)

**After take-off, contact Johor APP**

	GS	120	150	180	210	240	270
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 16</b>	
<b>JOHOR RADAR 2 (VJBR 2)</b> 5.5% to 3000 (if assigned HDG will take ACFT to area defined by R067 VJB to R113 VJB CW, from D6 VJB to D10 VJB)  5.5% to 3500 (if assigned HDG will take ACFT to area defined by R195 VJB to R283 VJB CW, from D2 VJB to D10 VJB) <b>124.700</b> ①②③④	160° - at MNM <b>1200</b> or D5.7 <b>VJB</b> , whichever is earlier, turn to assigned HDG	

- ① Assigned HDG (and level if applicable) will be issued with TKOF clearance.  
 ② MAX 180KT in turn.  
 ③ Do not turn before DER (D2.6 VJB)  
 ④ Advise direction of turn and assigned HDG, level passing to nearest 100ft and assigned level.

Changes: Altitudes

31-MAR-2016

**JHB-WMKJ**

5-40

**SIDs Johor Radar Two**

**JOHOR RADAR 2 (VJBR 2)**

RWY 34 (339°)

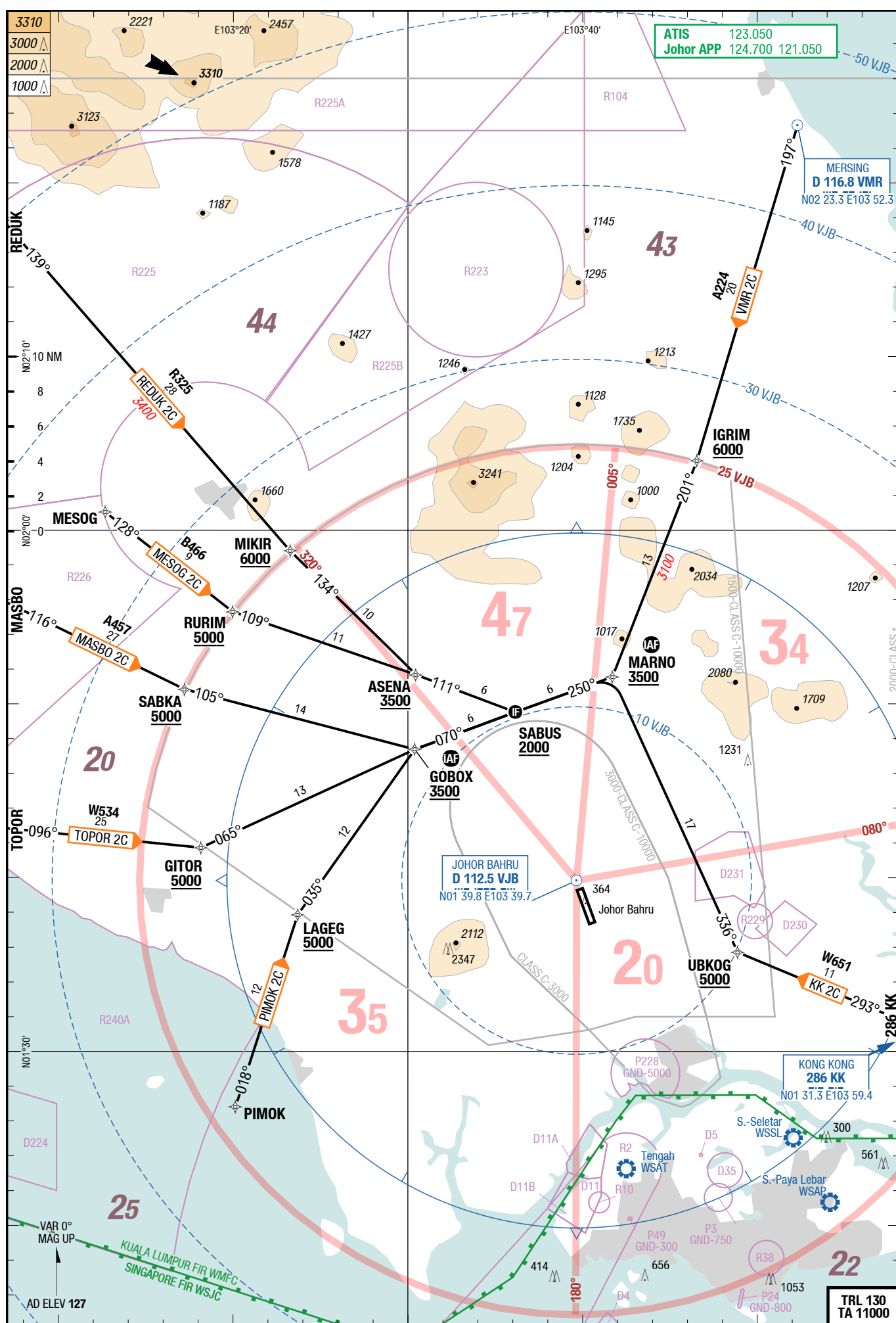
**After take-off, contact Johor APP**

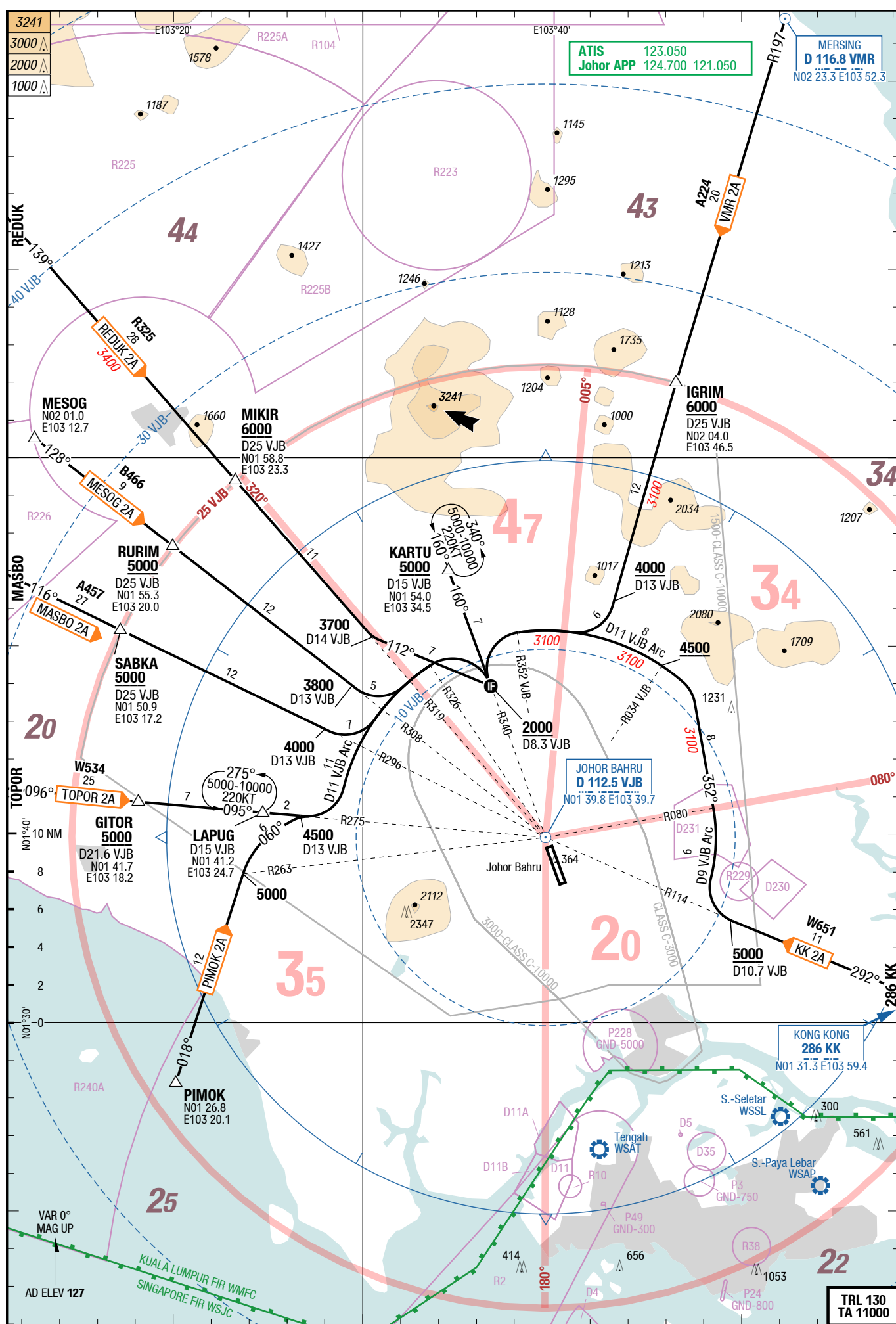
	GS	120	150	180	210	240	270
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 34</b>	
<b>JOHOR RADAR 2 (VJBR 2)</b> 5.5% to 3000 (if assigned HDG will take ACFT to area defined by R067 VJB to R113 VJB CW, from D6 VJB to D10 VJB)  5.5% to 3500 (if assigned HDG will take ACFT to area defined by R195 VJB to R283 VJB CW, from D2 VJB to D10 VJB) <b>124.700</b> ①②③	340° - at MNM <b>1200</b> or D2.6 <b>VJB</b> , whichever is earlier, turn to assigned HDG	

- ① Assigned HDG (and level if applicable) will be issued with TKOF clearance.
- ② Do not turn before DER (D0.5 VJB)
- ③ Advise direction of turn and assigned HDG, level passing to nearest 100ft and assigned level.

Changes: New



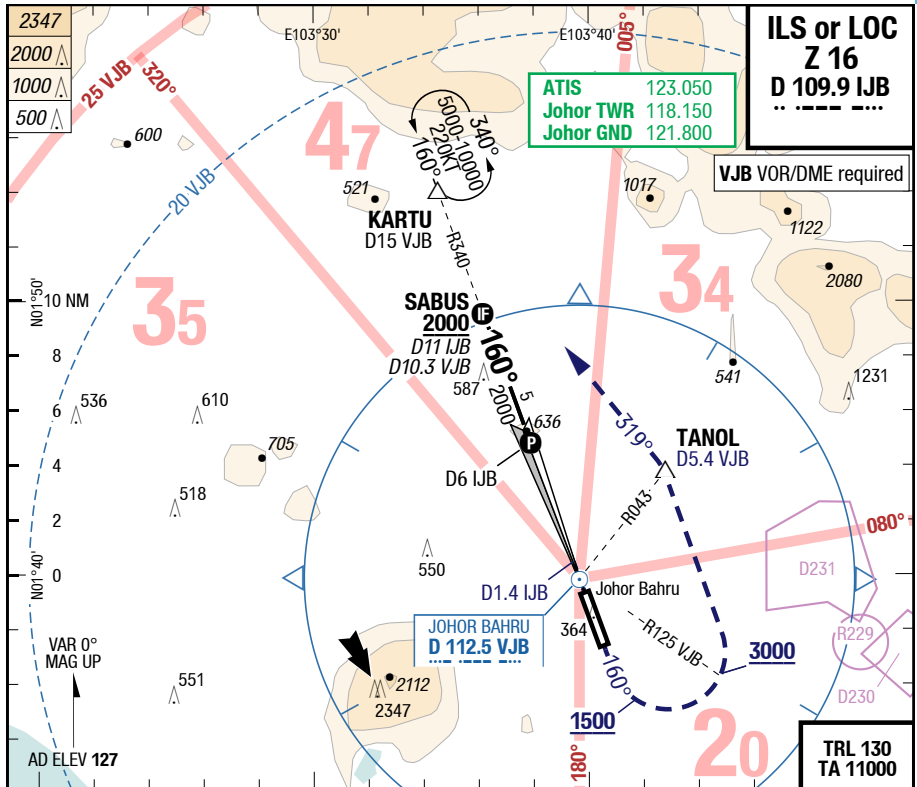


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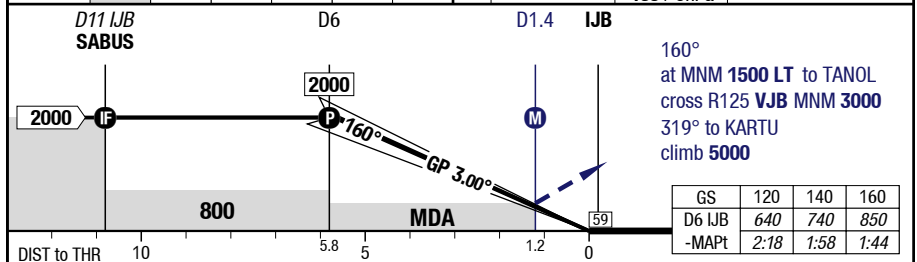
JHB-WMKJ

7-10

ILS or LOC Z 16



LOC 3.00°	6	5	4	3	2	16	3.0°	60 HL
D IJB								
160°								
RWY 159°	2000	1720	1400	1080	760	HL-P1	135 / 5hPa	TDZ ---% -0.1%

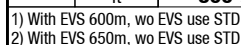


16	Cat 1 DME	LOC DME			Circling
C	ft - m/km ft	350 - 900 490 <sup>1)</sup>	450 - 1.4 590		970 - 3.7V 1100
D	ft - m/km ft	370 - 1.0 500 <sup>2)</sup>	450 - 1.4 590		970 - 4.6V 1100

1) With EVS 600m, wo EVS use STD  
2) With EVS 650m, wo EVS use STD

Changes: APL, OBST, AD ELEV

## ILS or LOC Y 16

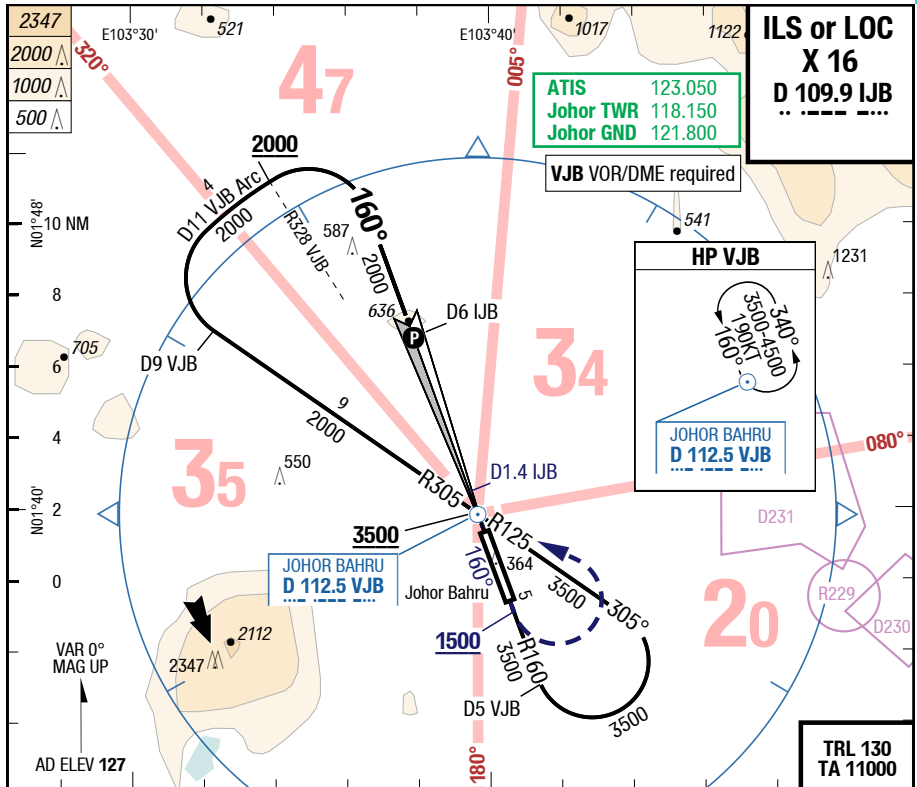


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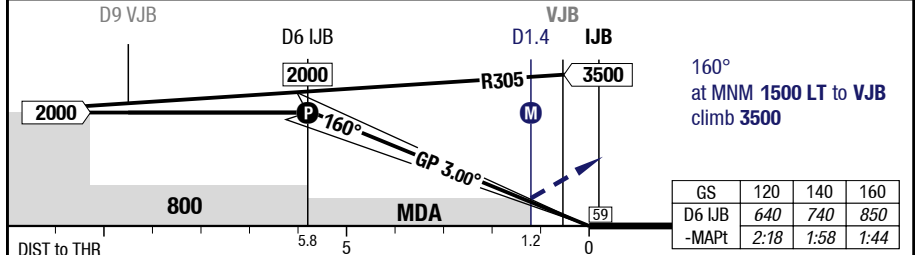
JHB-WMKJ

7-30

ILS or LOC X 16



LOC 3.00°		6	5	4	3	2		3.0°	60 HL
D IJB									
160°									
RWY 159°		2000	1720	1400	1080	760			
							HL-P1	135 / 5hPa	TDZ ---% -0.1%



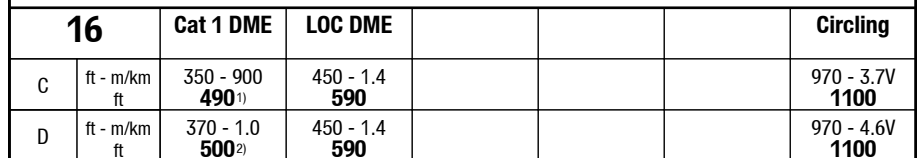
16	Cat 1 DME	LOC DME				Circling
C	ft - m/km ft	350 - 900 490 <sup>1)</sup>	450 - 1.4 590			970 - 3.7V 1100
D	ft - m/km ft	370 - 1.0 500 <sup>2)</sup>	450 - 1.4 590			970 - 4.6V 1100

1) With EVS 600m, wo EVS use STD  
2) With EVS 650m, wo EVS use STD

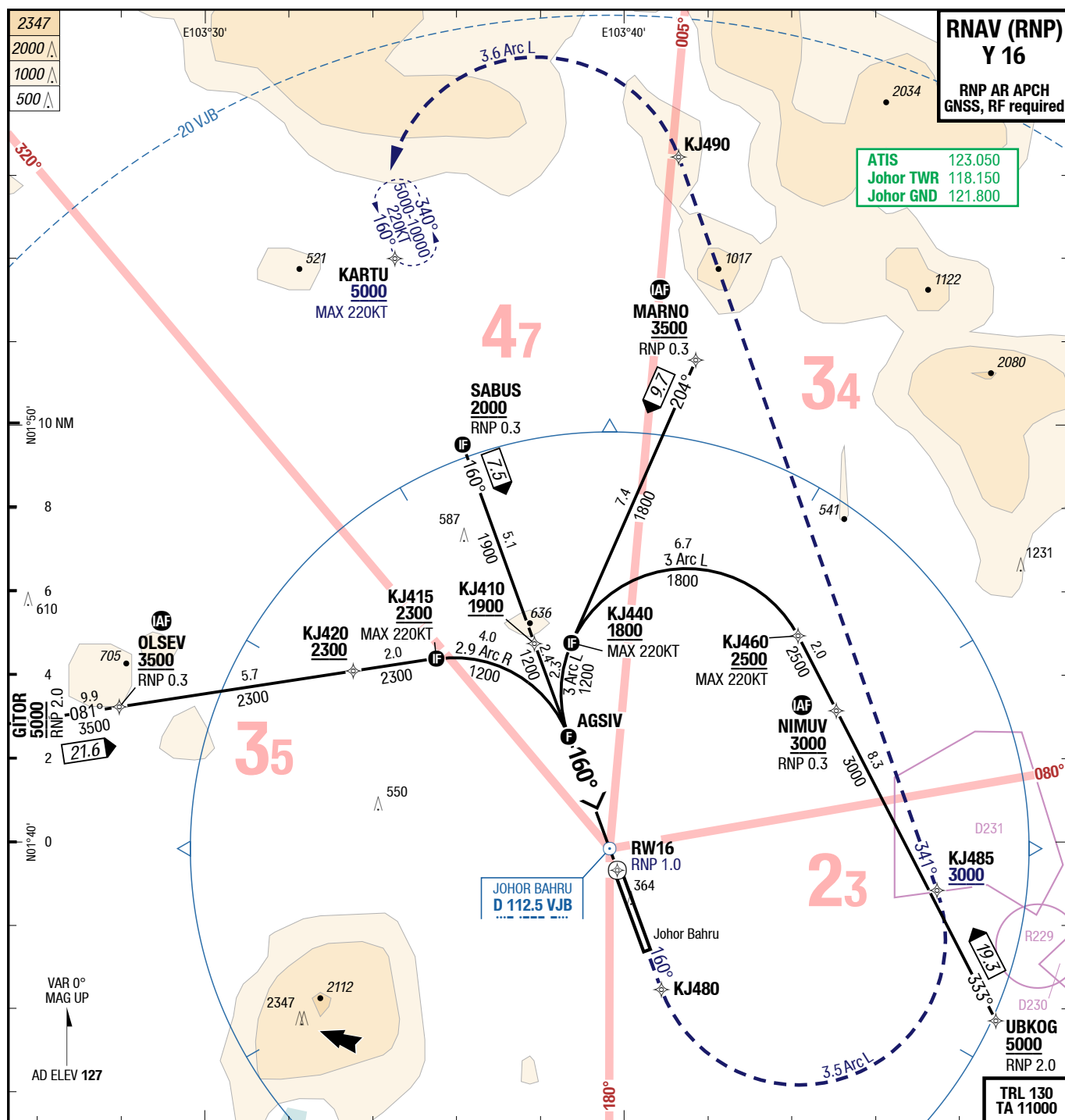
Changes: APL, OBST, AD ELEV



## ILS or LOC W 16



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2.80°					3.4	3	<div style="display: flex; align-items: center;"> <div style="border: 1px solid black; border-radius: 50%; width: 30px; height: 30px; display: flex; align-items: center; justify-content: center; margin-right: 5px;">16</div> </div>
RW16					1200	1090	

3.4 RW16  
**AGSIV**

at 1200

1200 **E**  $\angle 160^\circ$

**RW16**

KJ480 [L] -  
KJ485 [A3000+] - KJ490 [L] -  
KARTU [A5000+; K220-]

*160° to KJ480 -  
KJ485 (MNM 3000) - KJ490 -  
KARTU (MAX 220KT, MNM 5000,  
climb MNM 5000*

RW16  
N01 39.3  
E103 39.8

GS	120	140	160
	590	690	790

DIST to THR

3.4

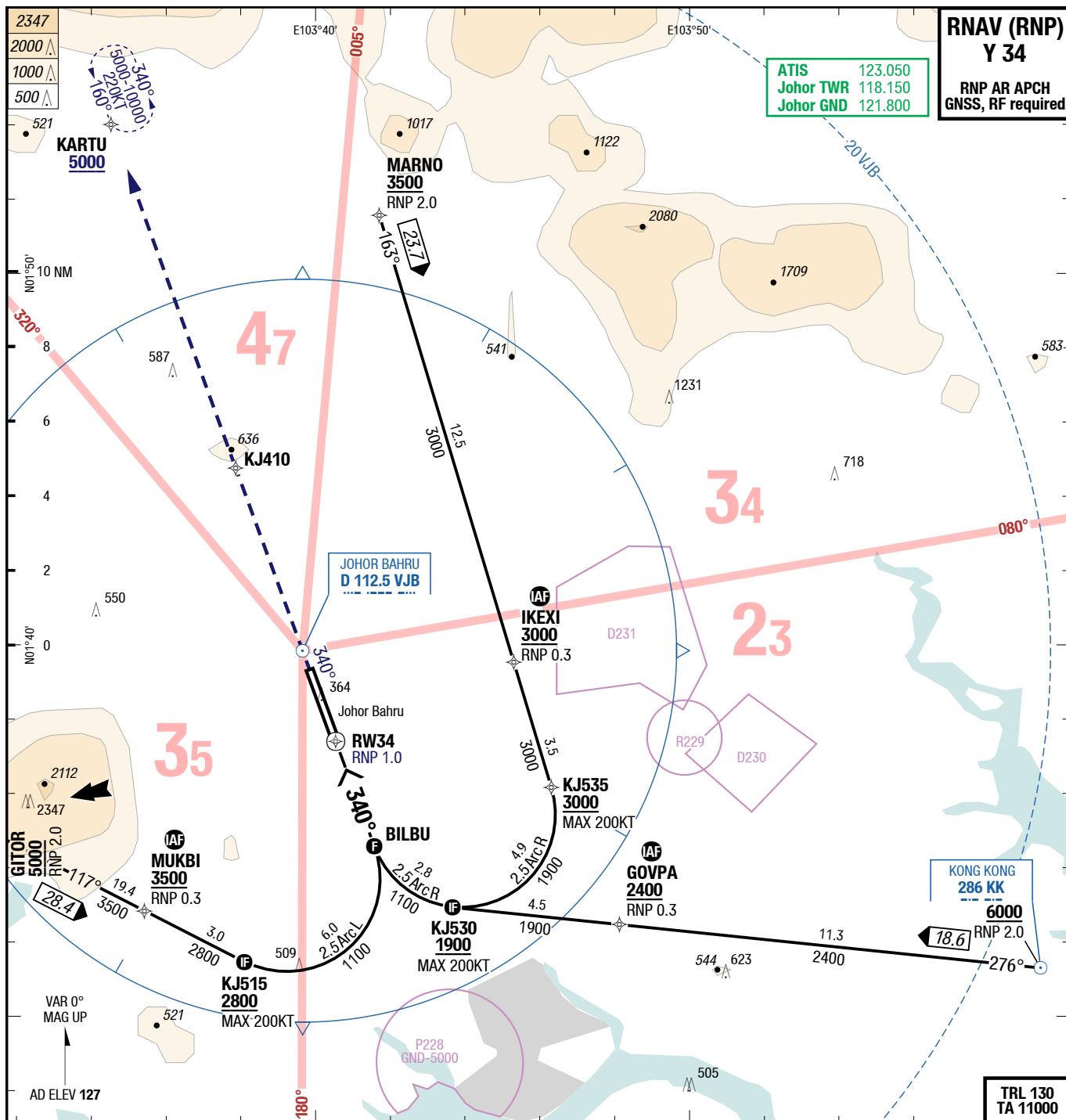
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<b>16</b>		<b>RNAV</b>						<b>Circling</b>
		RNP 0.30 VNAV GA 2.7% 1) 2) 3) 4)						
C	ft - m/km ft	660 - 2.3 <b>790</b>						Not published
D	ft - m/km ft	660 - 2.3 <b>790</b>						Not published

1) Uncompensated BARO VNAV NA below 20°C (68°F) or above 36°C (96°F) 2) Use with Johor Bahru (WMKJ) QNH only 3) With EVS 1.5km  
4) Up to 3000ft

**RNAV (RNP)  
Y 34**  
RNP AR APCH  
GNSS, RF required

ATIS 123.050  
Johor TWR 118.150  
Johor GND 121.800

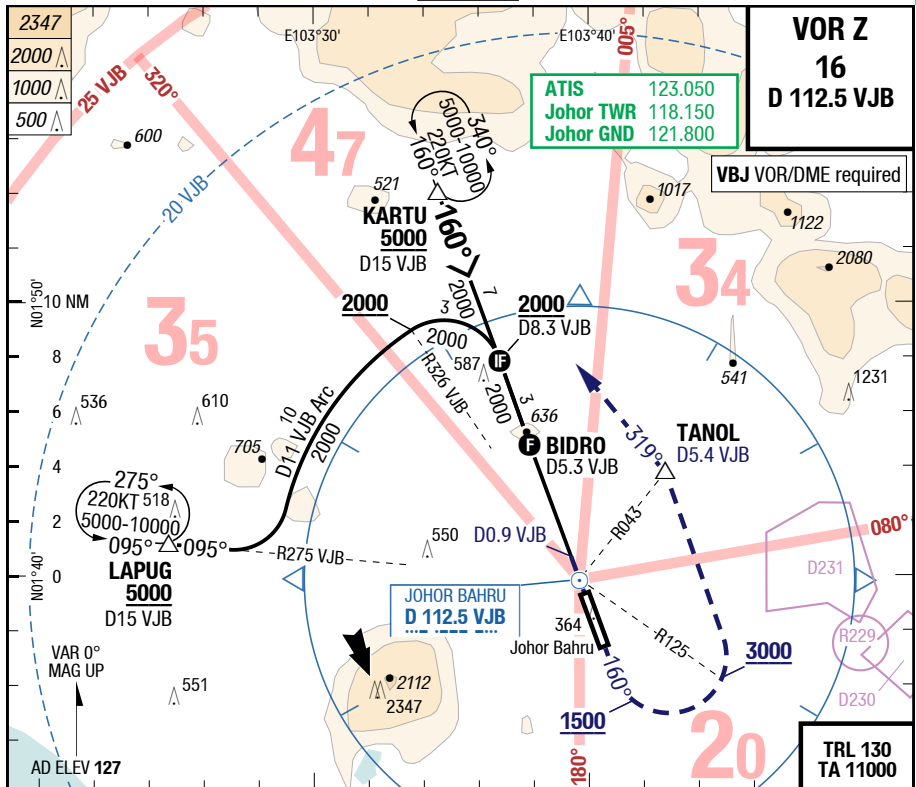


60 L 3.0° 8 45 x 3800 420				2 3		2.90° RW34	
+0.1% TDZ ---% 122 / 4hPa				L-S		790 1100	
RW34				3 RW34 BILBU		at 1100	
KJ410 - KARTU [A5000+]				340° to KJ410 - KARTU (MNM 5000) climb MNM 5000		1100	
GS 120 140 160				DA		RW34 N01 37.4 E103 40.5	
620 720 820				50		DIST TO THR	
34				RNAV RNP 0.30 VNAV GA 4.6% 1) 2) 3)		Circling	
C		ft - m/km ft		640 - 2.4 760		Not published	
D		ft - m/km ft		640 - 2.4 760		Not published	
1) Uncompensated BARO VNAV NA below 20°C (68°F) or above 36°C (96°F) 2) Use with Johor Bahru (WMKJ) QNH only 3) With EVS 1.6km							

JHB-WMKJ

7-70

VOR Z 16

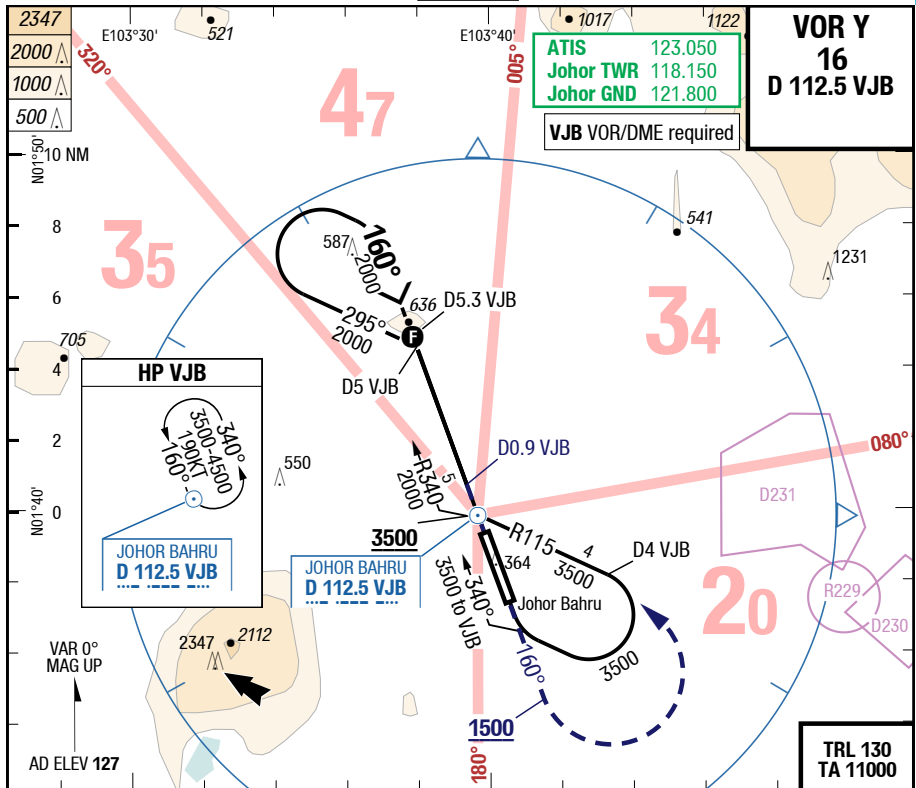


3.00° D VJB 160° RWY 159°	5.3	5	4	3	2	1	<div><div>16</div><div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><di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JHB-WMKJ

7-80

VOR Y 16

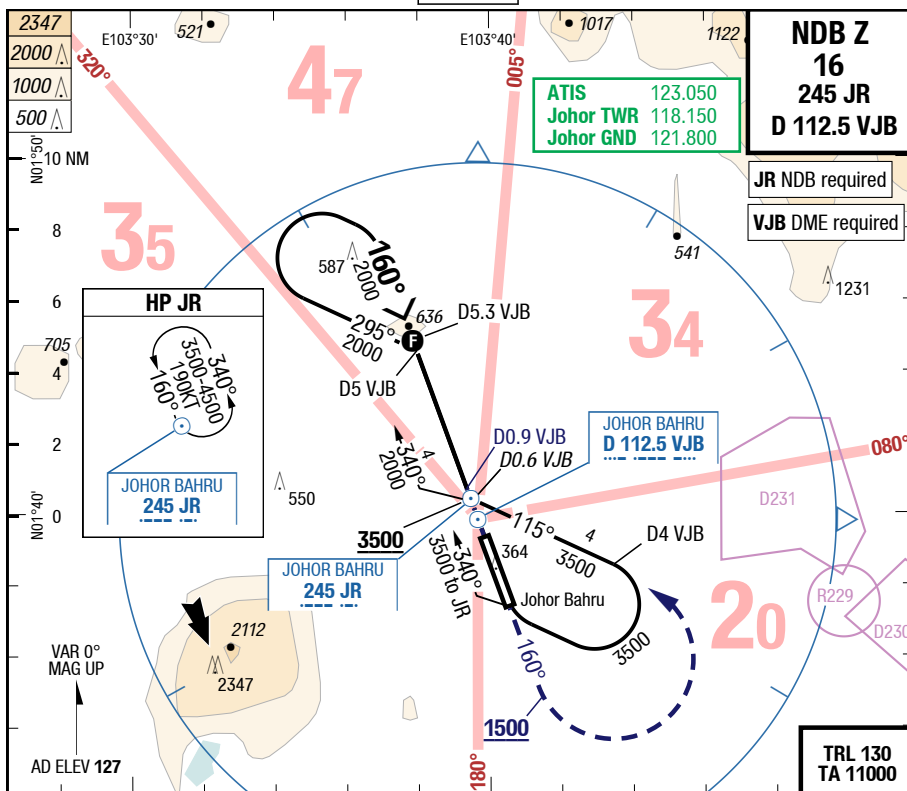


D5.3 VJB D5				D0.9 VJB			
2000				3500			
800				MDA			
DIST to THR				0			
5.8				1.4			
16				VOR DME			
C				Circling			
ft - m/km				970 - 3.7V			
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ft - m/km				970 - 4.6V			
450 - 1.4				1100			
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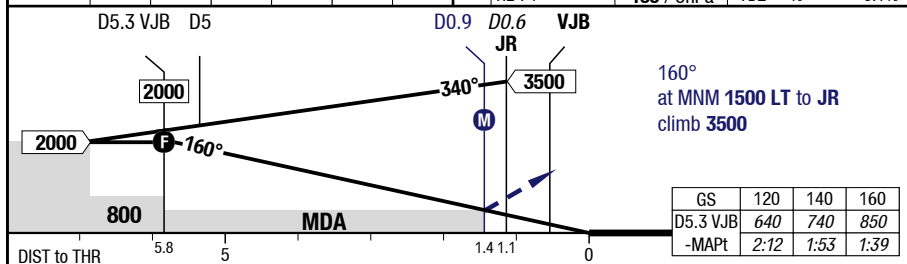
# JHB-WMKJ

7-90

## NDB Z 16



3.00° <b>D VJB</b> 160° RWY 159°	5.3	5	4	3	2	1	
	2000	1950	1630	1320	1000	680	



<b>16</b>		<b>NDB DME</b> VJB				<b>Circling</b>
C	ft - m/km ft	450 - 1.4 <b>590</b>				970 - 3.7V <b>1100</b>
D	ft - m/km ft	450 - 1.4 <b>590</b>				970 - 4.6V <b>1100</b>

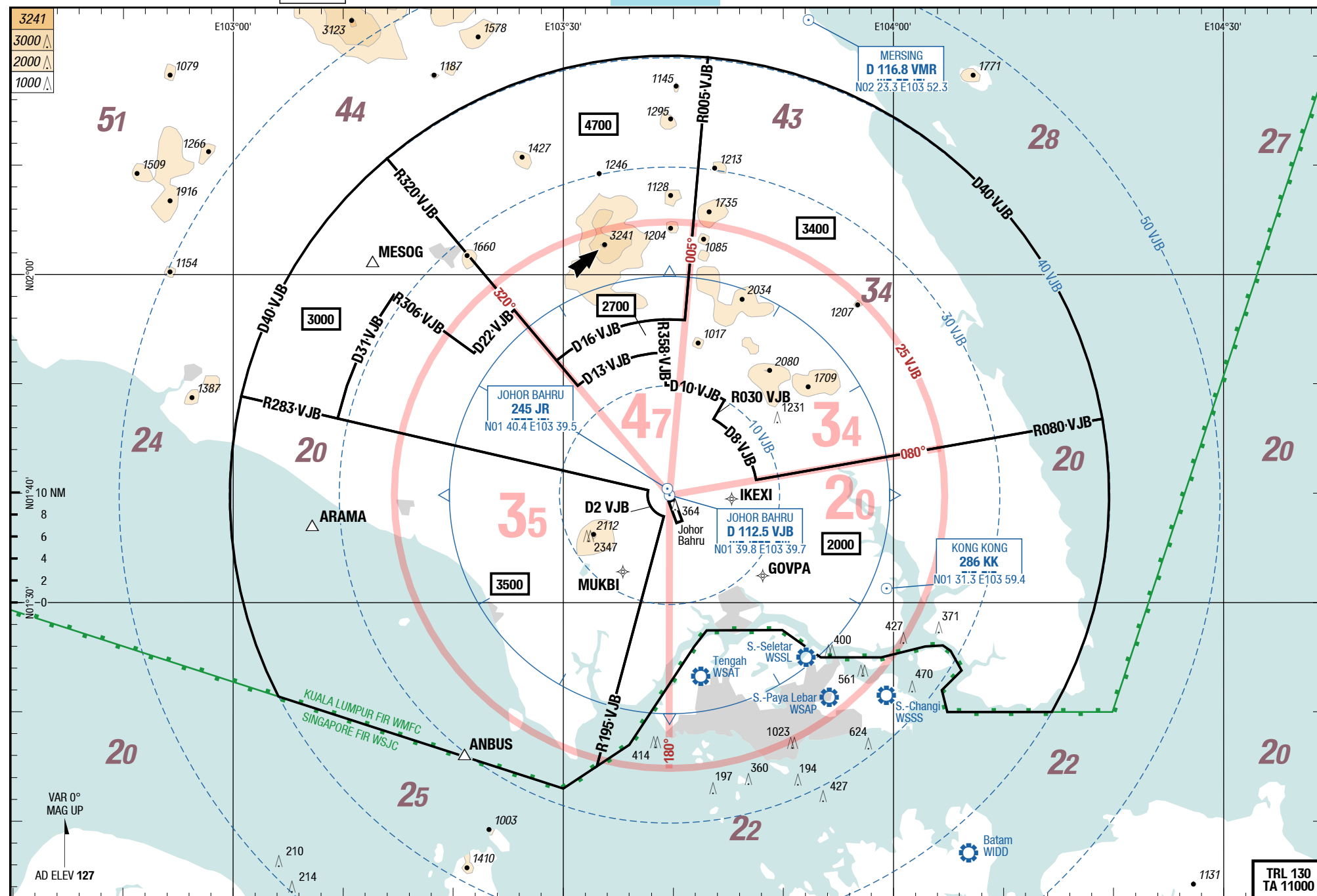
**JHB-WMKJ**

**NIL**  
**MRC**

**MRC**

**MRC**

**NIL**  
**MRC**



Changes: WPT , OBST

TRL 130  
TA 11000

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