

GENERAL**Operational Hours****ATS Hours / AD Operator Hours:** 2200-1530**Airport Information****RFF:** CAT 7**Fuel:** 2200-1330. Night Service 2 HRs PN before 1200.**PCN:** RWY 02/20: 97/F/A/W/T**Customs:** SKED FLTs only.**Operation****RWY Restriction**

No lockwheel turn on the RWY.

TWY Restriction

TWY C1 width 18m / 59ft.

TWY G, GA2 width 15m / 49ft.

TWY A, A1, A2, A3, B1, B2 AVBL for ACFT up to code letter E.

TWY C1 AVBL for ACFT up to code letter C.

Taxi/Parking

Visual docking guidance system for Bay 2, 3 and 4.

Apron parking guidance system Bay 2, 3 and 4 cannot be seen clearly by pilot upon docking ACFT whenever reflected by sunlight rays.

Noise Abatement Procedure: MNM HGT over build up area 1500ft.**Warnings**

Birds in vicinity of AD.

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

Maintain last assigned LVL or 4000ft, whichever is higher, and proceed direct to VMI VOR. At VMI VOR execute standard COM failure PROC.

DEPARTURE**Take-off Minima**

RWY		02/20	
All ACFT	ft - m/km	0 - 400R/400V	HJ only
		0 - 800R/800V	HN

DEPARTURE**Communication****COM Failure**

Radar DEP: Maintain assigned HDG, climb to MSA or last assigned FL, if higher. Maintain MSA or assigned FL as appropriate for 2min, then climb to flight plan FL and intercept flight plan route.

Under Pilot NAV: Maintain last assigned LVL for 3min, if no onward CLR is received, subsequently climb to comply with SID.

Under RADAR VECTORING: Maintain vector for 2min. If below MSA, climb to MSA, then track to intercept cleared or previously assigned SID to destination.

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

REQ ATC CLR prior start-up.

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

With APU

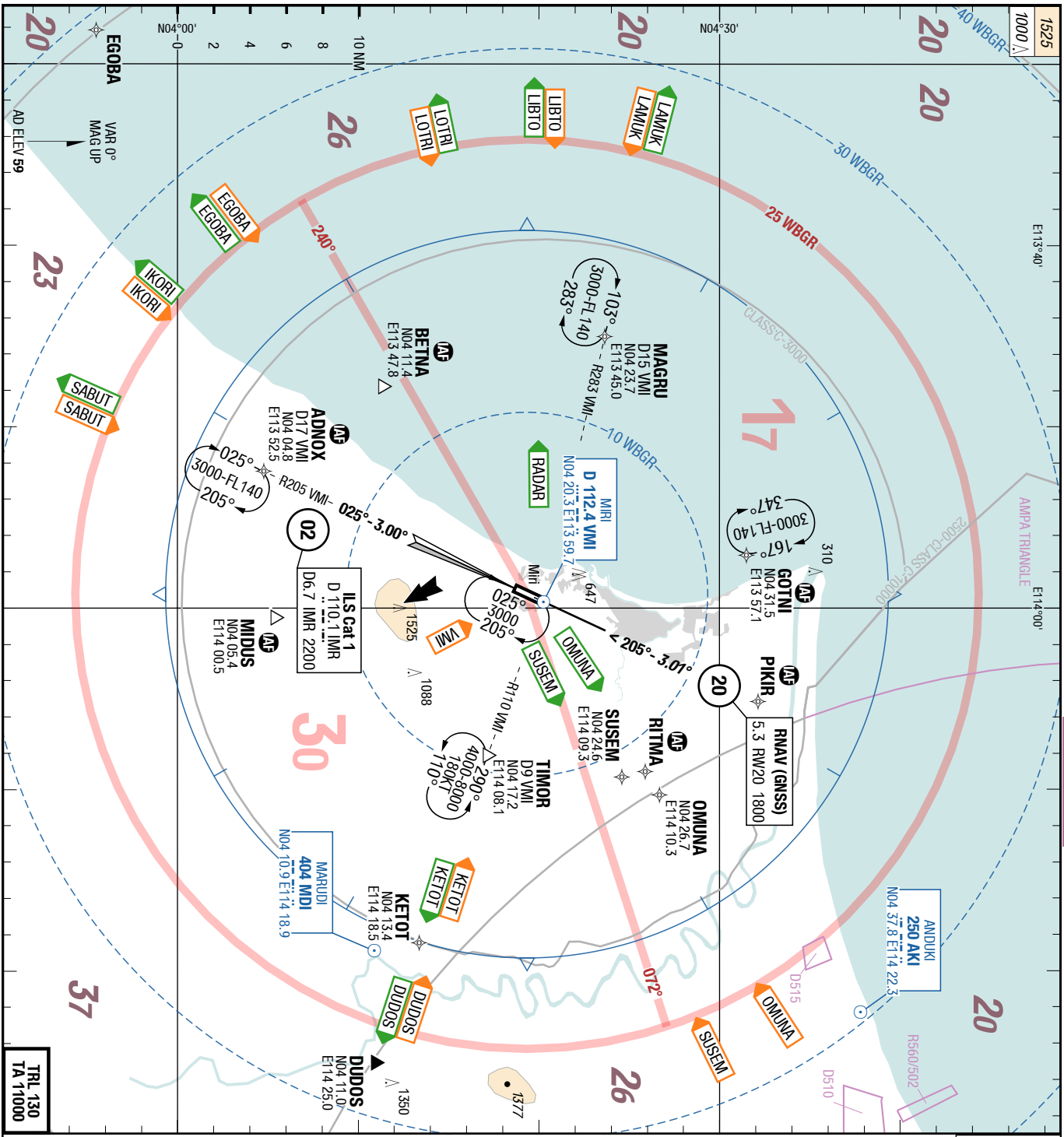
Start-up one ENG on idle before commencing push-back. Start-up further ENGs after push-back completed.

When APU U/S, Start-up for all ENGs before Push-back permitted, EXC wide-body ACFT.

Pre Coordinated Departure Arrangement (PCDA)

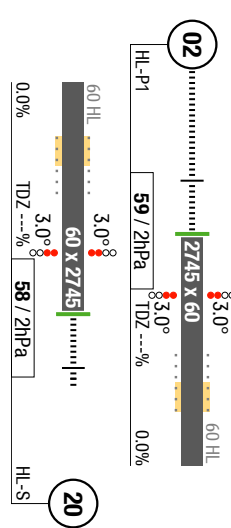
IFR DEP will be issued by ATC with initial ALT 5000ft. Expect higher LVL after contact with Miri Radar and Kinabalu Radar.

Contact Miri Radar on 129.900 as soon as possible after airborne before passing 2000ft without instruction from ATC on FREQ change.

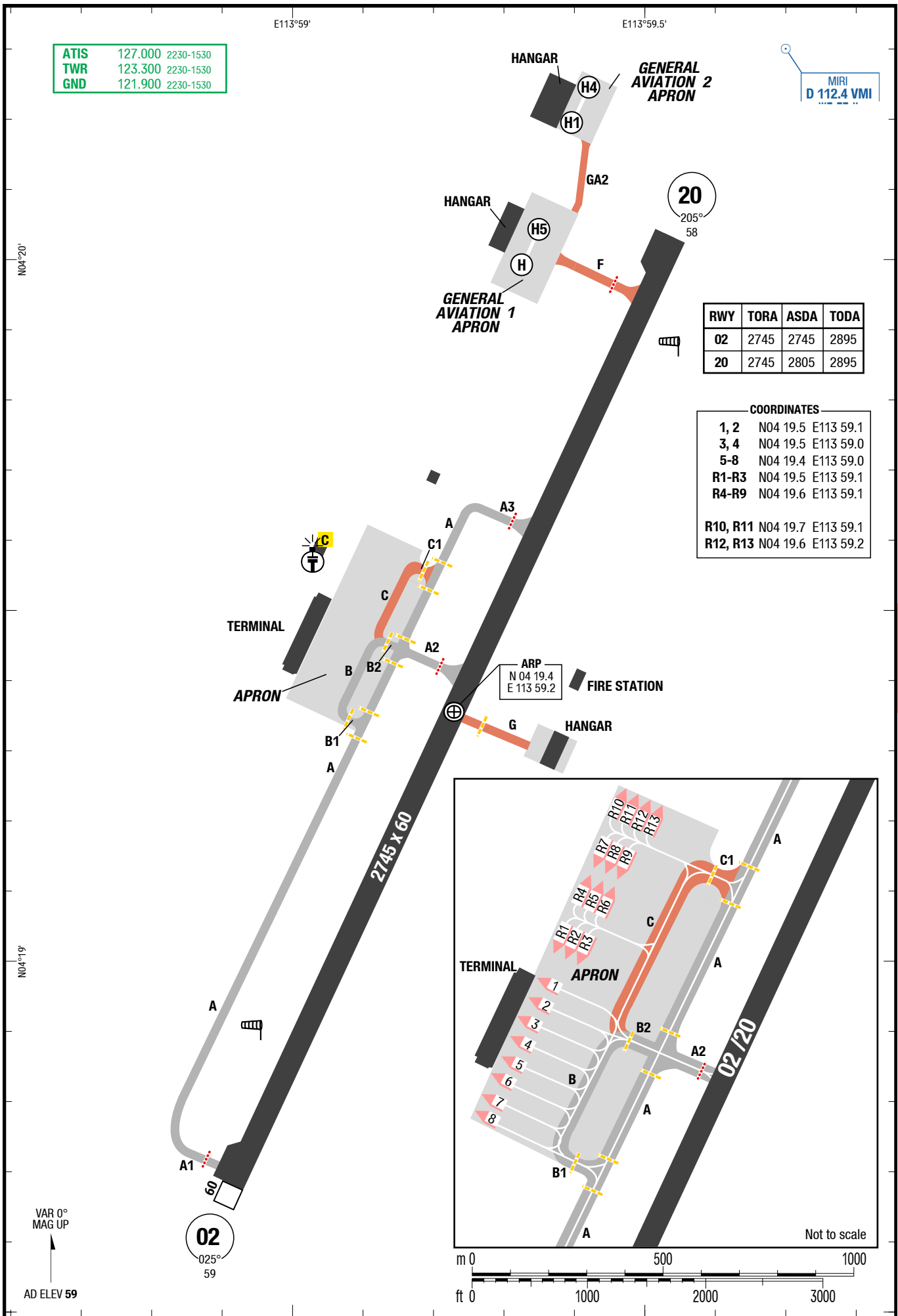


ATIS	127.000 2230-1530	122.700 2230-1530
APP	129.900 2230-1530	
TWR	123.300 2230-1530	
GND	121.900 2230-1530	

Landing RWY system:



TBL 130
TA 11000



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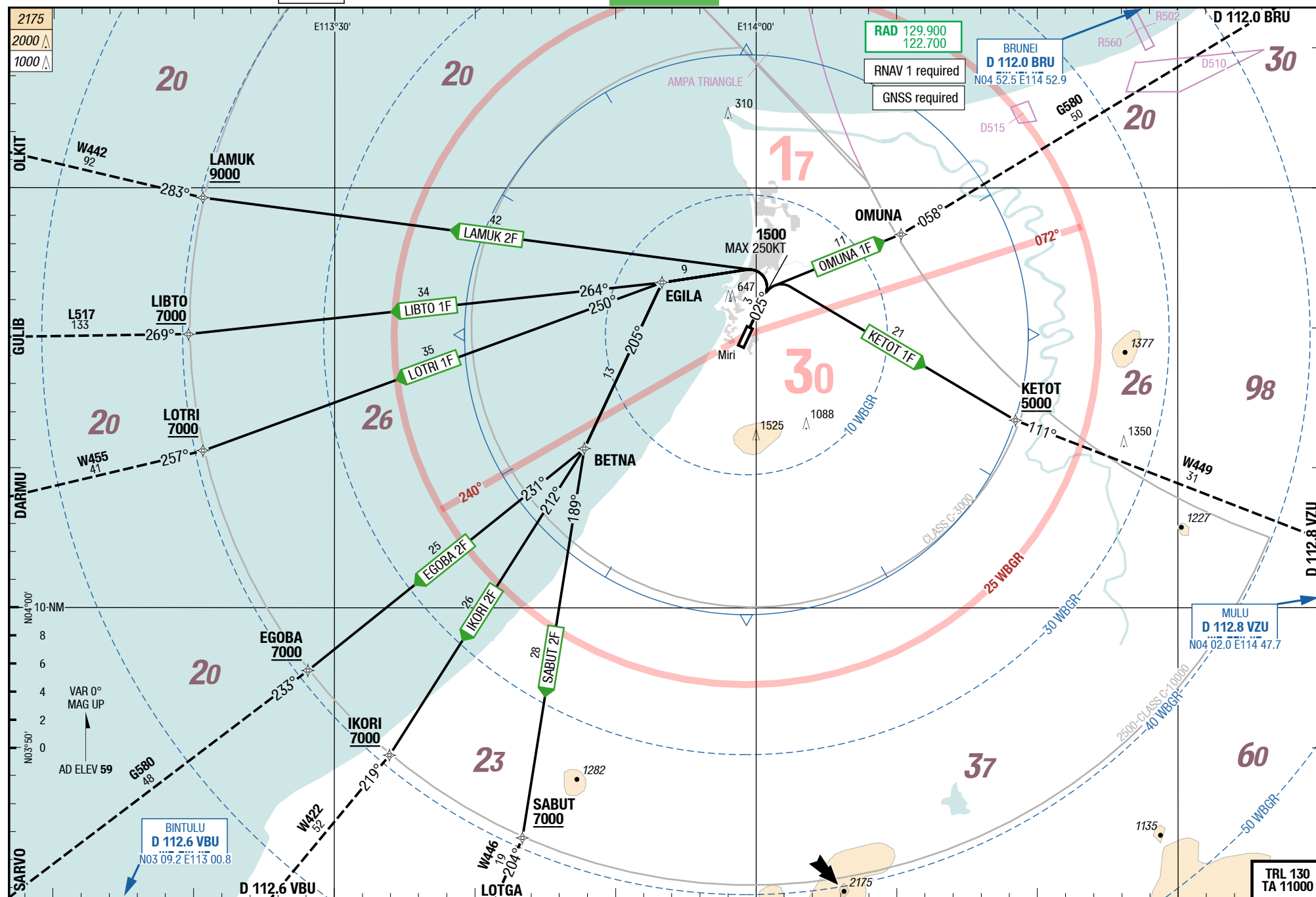
SID

SID

Miri Malaysia

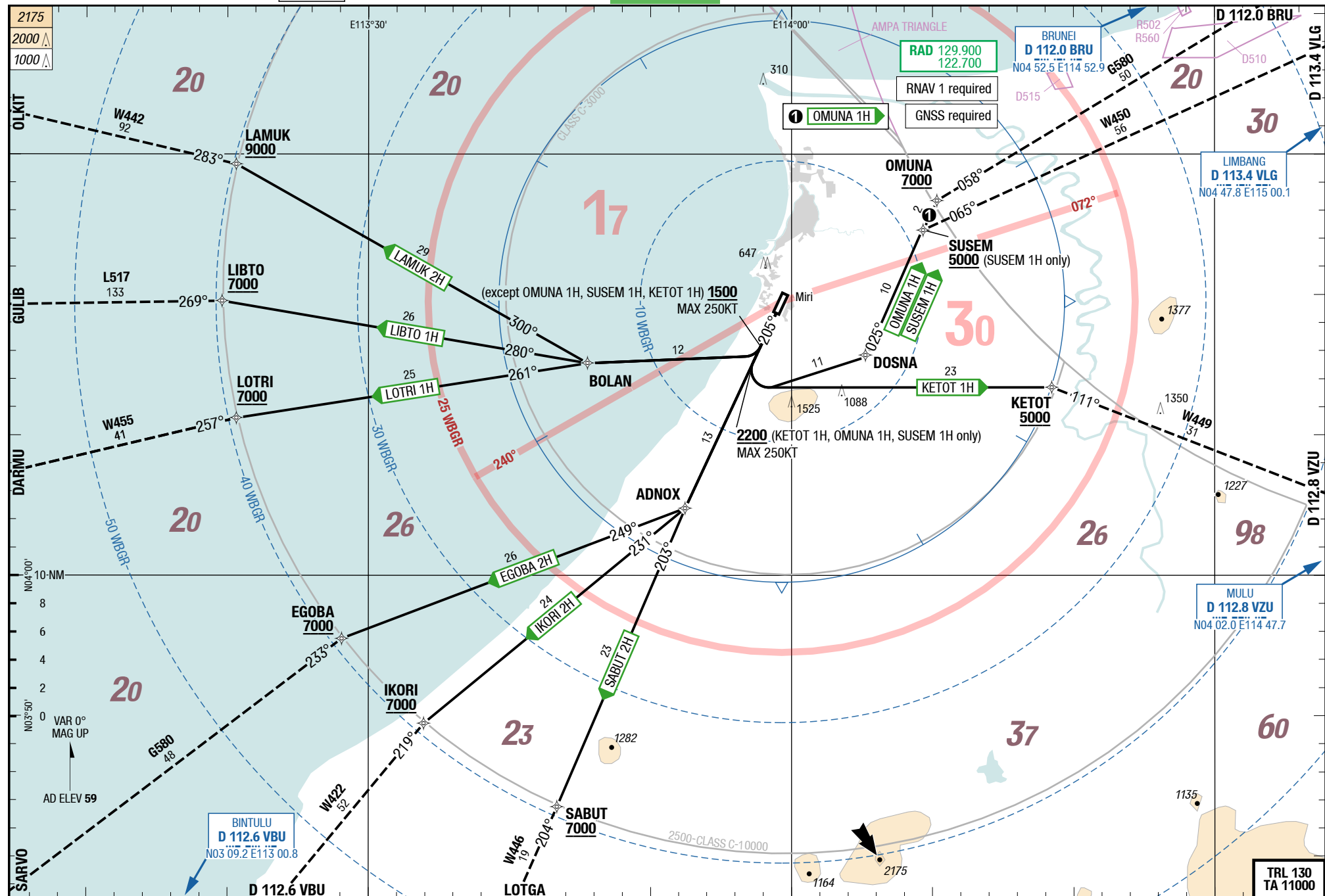
RNAV SIDs RWY 20

RNAV SIDs RWY 02



Changes: PROC, WPT SAFRA, AWY

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4-30

SIDs RWY 20

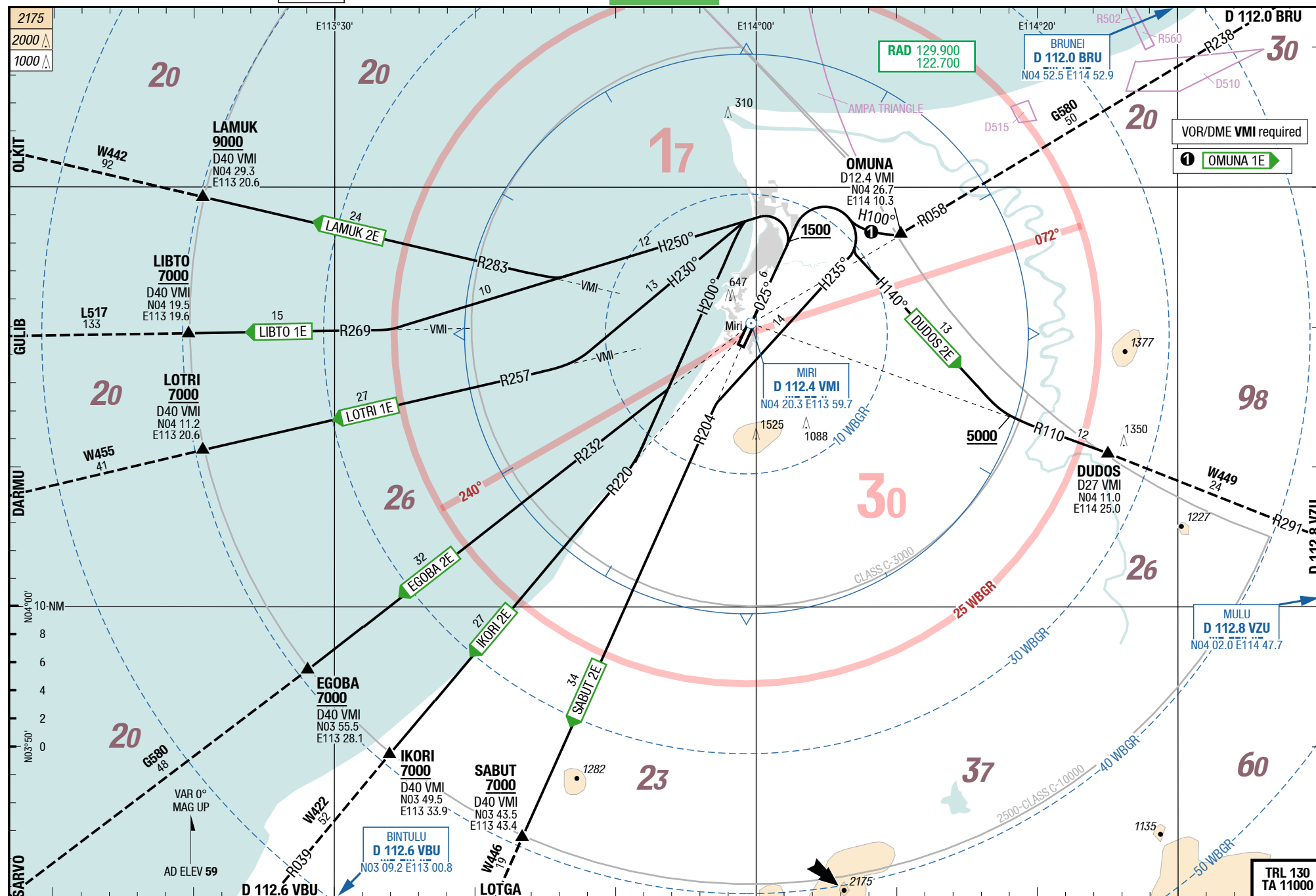
SIDs RWY 02

SID

SID

SIDs RWY 20

SIDs RWY 02



Changes: PROC, WPT SAFRA, AWY

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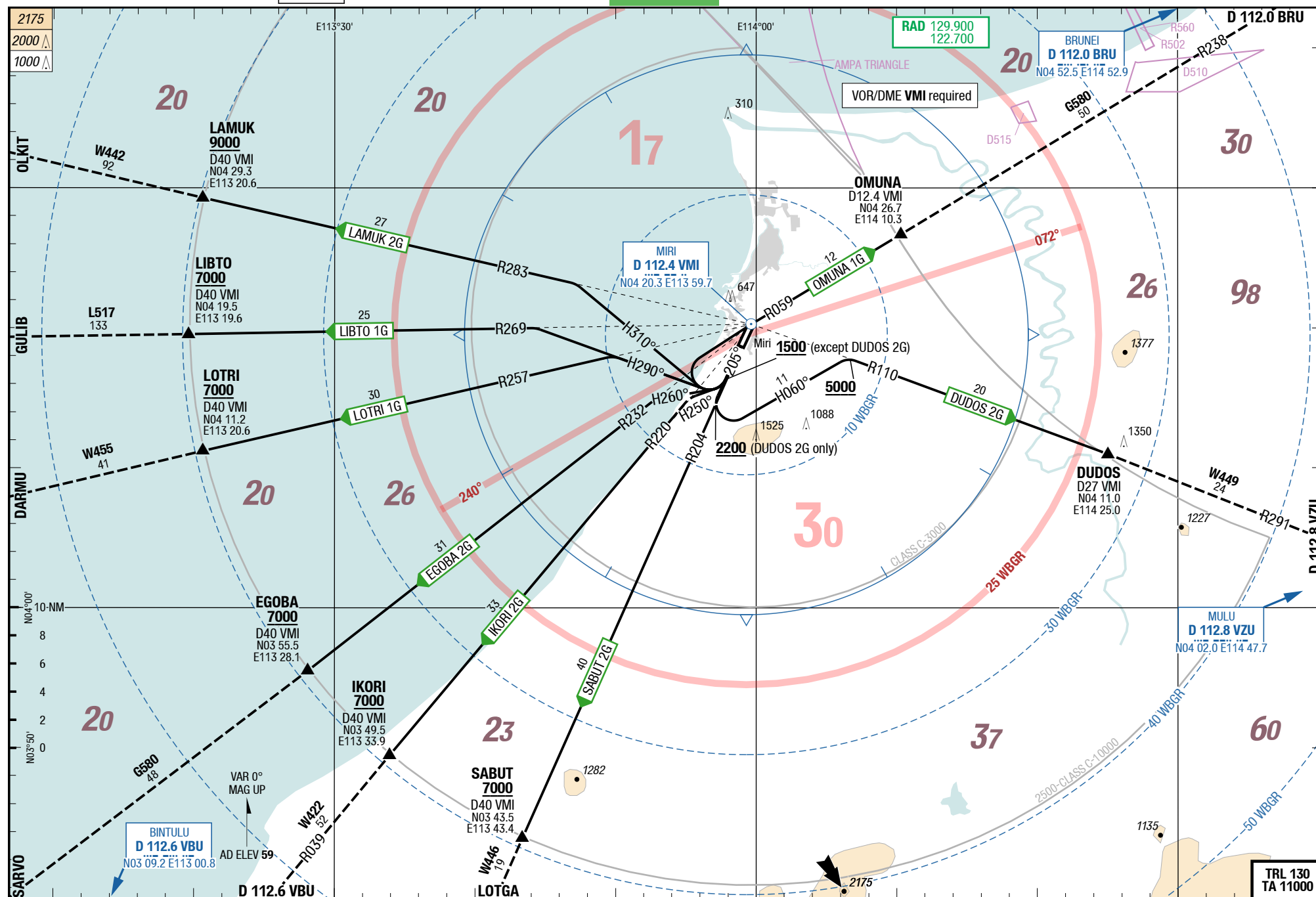
4-40

SIDs RWY 20

SID

SID

SIDs RWY 20



Changes: PROC, WPT SAFRA, AWY

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4-50

Radar 2 Departures

NIL

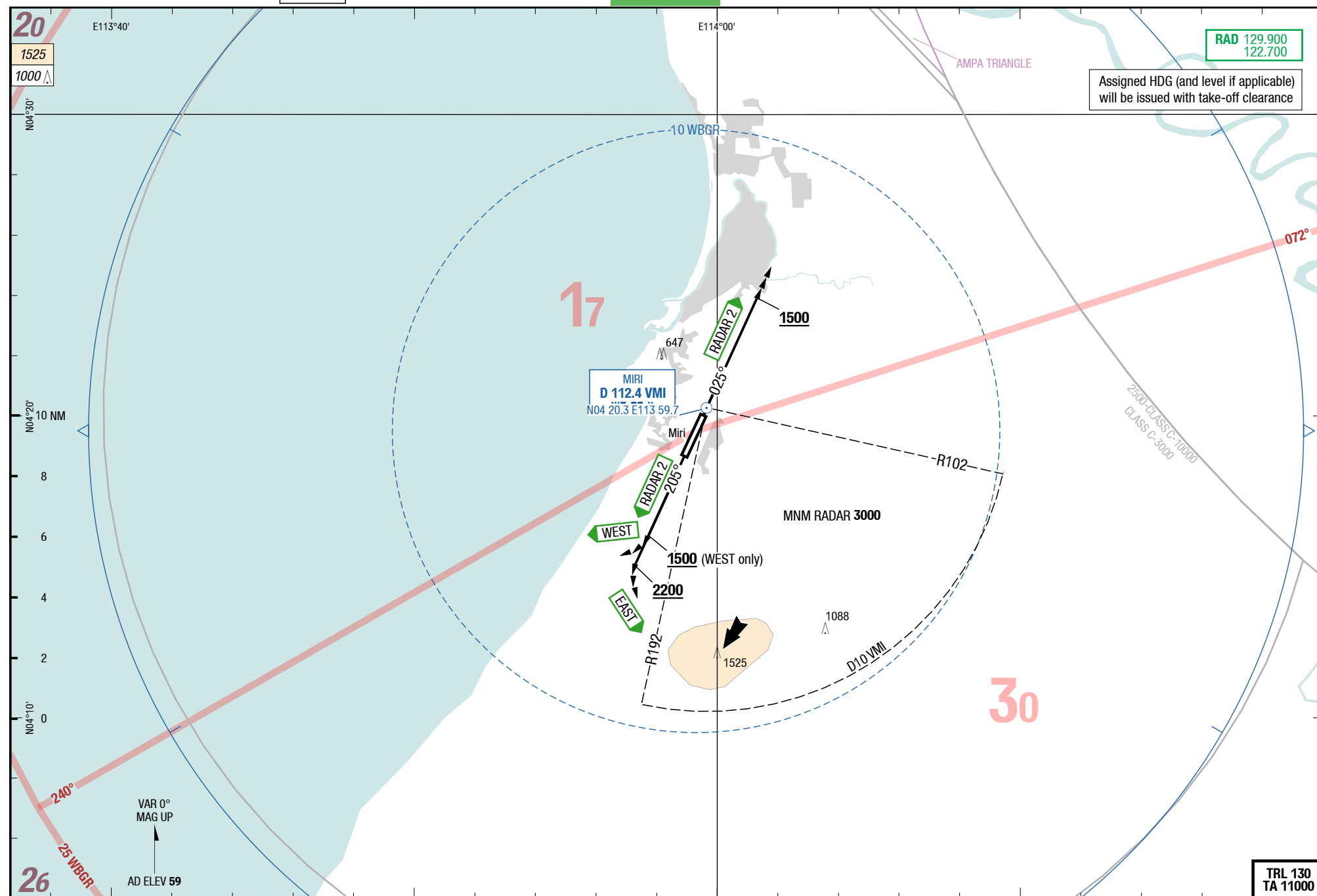
SID

SID

Miri Malaysia

NIL

Radar 2 Departures



Changes: Track, ALT, chart title, PROC

31-DEC-2015

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5-10

RNAV SIDs RWY 02

EGOBA 2F / IKORI 2F / KETOT 1F / LAMUK 2F / LIBTO 1F / LOTRI 1F / OMUNA 1F / SABUT 2F

RWY 02 (025°)

Before passing 2000, contact RAD.

DESIGNATOR	ROUTING	ALTITUDES
	Runway 02	
EGOBA 2F 129.900	[K250- ;A1500+ ;L] - EGILA [L] - BETNA [R] - EGOBA	EGOBA MNM 7000 initial climb 5000
IKORI 2F 129.900	[K250- ;A1500+ ;L] - EGILA [L] - BETNA [R] - IKORI	IKORI MNM 7000 initial climb 5000
KETOT 1F 129.900	[K250- ;A1500+ ;R] - KETOT	KETOT MNM 5000 initial climb 5000
LAMUK 2F 129.900	[K250- ;A1500+ ;L] - LAMUK	LAMUK MNM 9000 initial climb 5000
LIBTO 1F 129.900	[K250- ;A1500+ ;L] - EGILA [R] - LIBTO	LIBTO MNM 7000 initial climb 5000
LOTRI 1F 129.900	[K250- ;A1500+ ;L] - EGILA [R] - LOTRI	LOTRI MNM 7000 initial climb 5000
OMUNA 1F 129.900	[K250- ;A1500+ ;R] - OMUNA	initial climb 5000
SABUT 2F 129.900	[K250- ;A1500+ ;L] - EGILA [L] - BETNA [L] - SABUT	SABUT MNM 7000 initial climb 5000

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RNAV SIDs RWY 20

EGOBA 2H / IKORI 2H / KETOT 1H / LAMUK 2H / LIBTO 1H / LOTRI 1H / OMUNA 1H / SABUT 2H / SUSEM 1H

RWY 20 (205°)

Before passing 2000, contact RAD.

	GS	120	150	180	210	240	270
3.9%	ft/MIN	500	600	800	900	1000	1100
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 20	
EGOBA 2H 129.900	[K250- ;A1500+] - ADNOX [R] - EGOBA	EGOBA MNM 7000 initial climb 5000
IKORI 2H 129.900	[K250- ;A1500+] - ADNOX [R] - IKORI	IKORI MNM 7000 initial climb 5000
KETOT 1H 5.0% to 7000 (ATC) 3.9% 129.900	[K250- ;A2200+ ;L] - KETOT	KETOT MNM 5000 initial climb 5000
LAMUK 2H 129.900	[K250- ;A1500+ ;R] - BOLAN [R] - LAMUK	LAMUK MNM 9000 initial climb 5000
LIBTO 1H 129.900	[K250- ;A1500+ ;R] - BOLAN [R] - LIBTO	LIBTO MNM 7000 initial climb 5000
LOTRI 1H 129.900	[K250- ;A1500+ ;R] - BOLAN [R] - LOTRI	LOTRI MNM 7000 initial climb 5000
OMUNA 1H 5.0% to 7000 (ATC) 3.9% 129.900	[K250- ;A2200+ ;L] - DOSNA [L] - SUSEM - OMUNA	OMUNA MNM 7000 initial climb 5000
SABUT 2H 129.900	[K250- ;A1500+] - ADNOX - SABUT	SABUT MNM 7000 initial climb 5000
SUSEM 1H 5.0% to 7000 (ATC) 3.9% 129.900	[K250- ;A2200+ ;L] - DOSNA [L] - SUSEM	SUSEM MNM 5000 initial climb 5000

Changes: Nil

DUDOS 2E / EGOBA 2E / IKORI 2E / LAMUK 2E / LIBTO 1E / LOTRI 1E / OMUNA 1E / SABUT 2E

RWY 02 (025°)

Before passing 2000, contact RAD.

DESIGNATOR	ROUTING	ALTITUDES
	Runway 02	
DUDOS 2E 129.900	at MNM 1500 RT HDG 140° intercept R110 VMI to DUDOS	R110 VMI MNM 5000 initial climb 5000
EGOBA 2E 129.900	at MNM 1500 LT HDG 200° intercept R232 VMI to EGOBA	EGOBA MNM 7000 initial climb 5000
IKORI 2E 129.900	at MNM 1500 LT HDG 200° intercept R220 VMI to IKORI	IKORI MNM 7000 initial climb 5000
LAMUK 2E 129.900	at MNM 1500 LT HDG 250° intercept R283 VMI to LAMUK	LAMUK MNM 9000 initial climb 5000
LIBTO 1E 129.900	at MNM 1500 LT HDG 250° intercept R269 VMI to LIBTO	LIBTO MNM 7000 initial climb 5000
LOTRI 1E 129.900	at MNM 1500 LT HDG 230° intercept R257 VMI to LOTRI	LOTRI MNM 7000 initial climb 5000
OMUNA 1E 129.900	at MNM 1500 RT HDG 100° intercept R058 VMI to OMUNA	initial climb 5000
SABUT 2E 129.900	at MNM 1500 RT HDG 235° intercept R204 VMI to SABUT	SABUT MNM 7000 initial climb 5000

DUDOS 2G / EGOBA 2G / IKORI 2G / LAMUK 2G / LIBTO 1G / LOTRI 1G / OMUNA 1G / SABUT 2G

RWY 20 (205°)

Before passing 2000, contact RAD.

	GS	120	150	180	210	240	270
3.9%	ft/MIN	500	600	800	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
DUDOS 2G 3.9% 129.900	at MNM 2200 LT HDG 060° intercept R110 VMI to DUDOS	R110 VMI MNM 5000 initial climb 5000
EGOBA 2G 129.900	at MNM 1500 RT HDG 260° intercept R232 VMI to EGOBA	EGOBA MNM 7000 initial climb 5000
IKORI 2G 129.900	at MNM 1500 RT HDG 250° intercept R220 VMI to IKORI	IKORI MNM 7000 initial climb 5000
LAMUK 2G 129.900	at MNM 1500 RT HDG 310° intercept R283 VMI to LAMUK	LAMUK MNM 9000 initial climb 5000
LIBTO 1G 129.900	at MNM 1500 RT HDG 290° intercept R269 VMI to LIBTO	LIBTO MNM 7000 initial climb 5000
LOTRI 1G 129.900	at MNM 1500 RT HDG 290° intercept R257 VMI to LOTRI	LOTRI MNM 7000 initial climb 5000
OMUNA 1G 129.900	at MNM 1500 RT direct VMI - R059 VMI to OMUNA	initial climb 5000
SABUT 2G 129.900	intercept R204 VMI to SABUT	SABUT MNM 7000 initial climb 5000

RADAR 2 / RADAR 2 EAST / RADAR 2 WEST

RWYs 02 (025°) / 20 (205°)

After take-off, contact RAD.

	GS	120	150	180	210	240	270
3.9%	ft/MIN	500	600	800	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 02	
RADAR 2 129.900 ①	at MNM 1500 fly assigned HDG	initial climb 5000
	Runway 20	
RADAR 2 EAST 129.900 ①	at MNM 2200 LT fly assigned HDG	initial climb 5000
RADAR 2 WEST 3.9% to 3000 129.900 ①	at MNM 1500 RT fly assigned HDG	initial climb 5000

① Assigned HDG (and level if applicable) will be issued with take-off clearance.

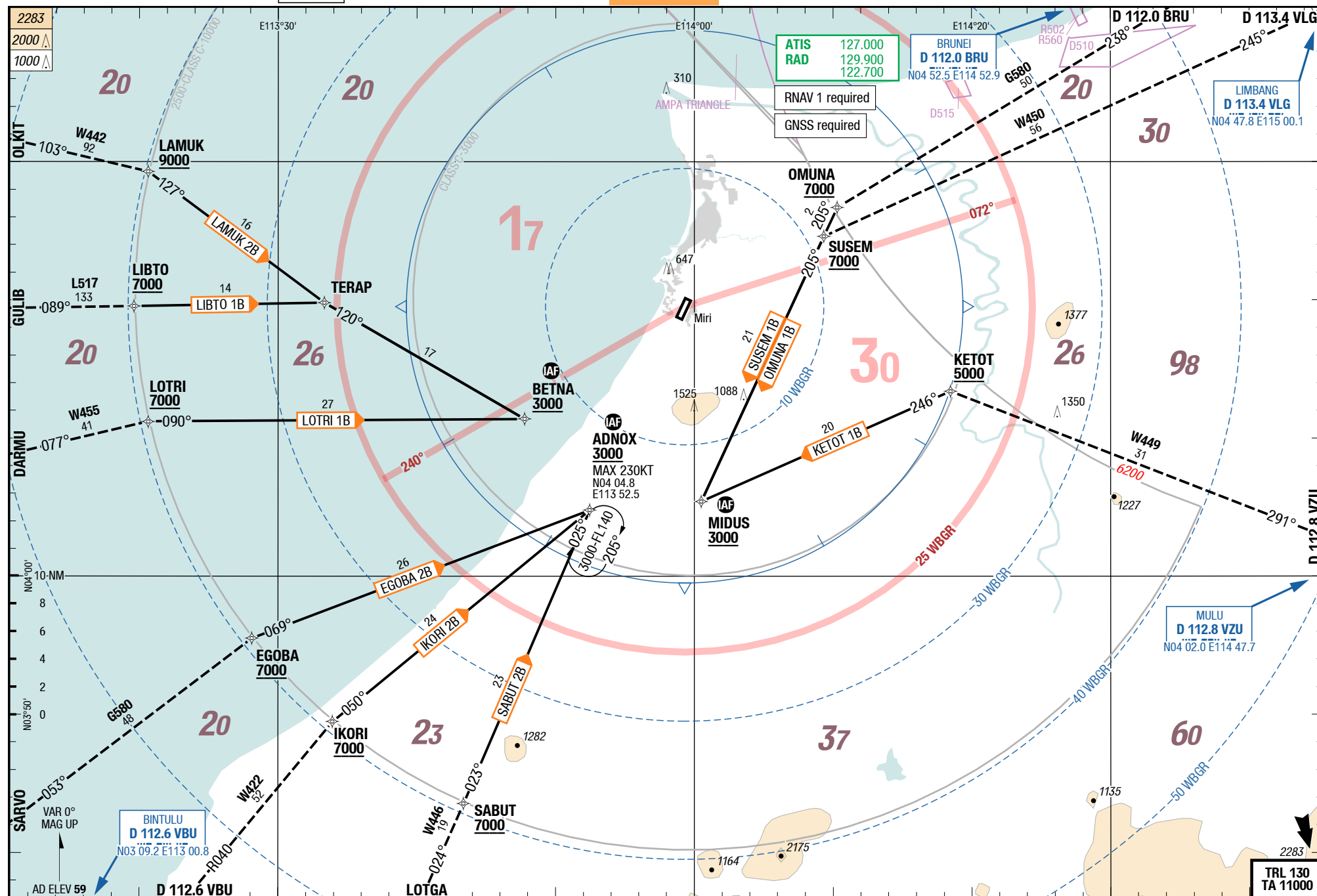
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STAR

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Miri Malaysia
RNAV STARs RWY 20

RNAV STARs RWY 02



Changes: AWY

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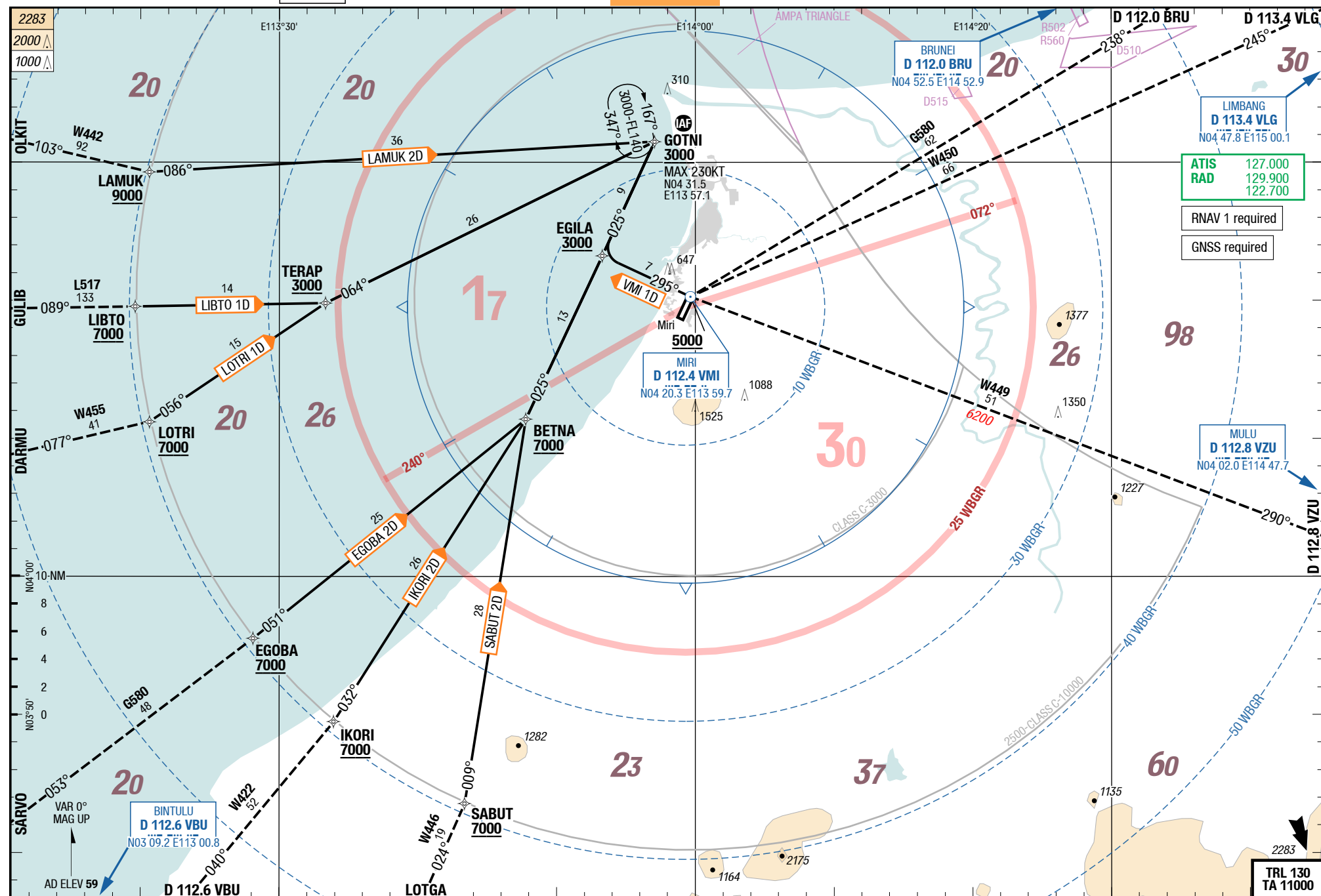
RNAV STARs RWY 20

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RNAV STARs RWY 20

6-20



Changes: AWY

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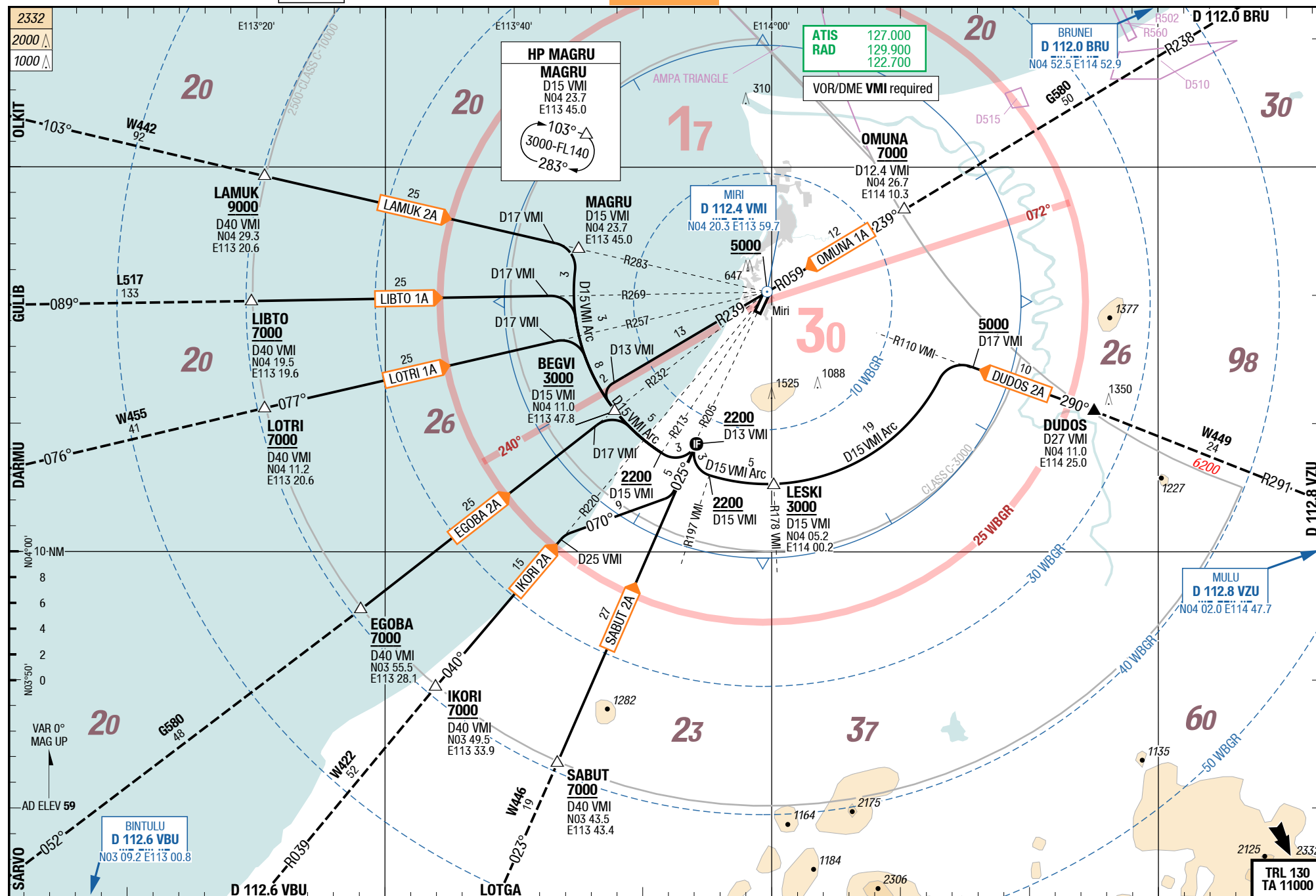
6-30

Malaysia **Miri**
 STARs RWY 20
STARs RWY 02

STAR

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Miri Malaysia
 STARs RWY 20
STARs RWY 02



Changes: PROC, WPT SAFRA, AWY

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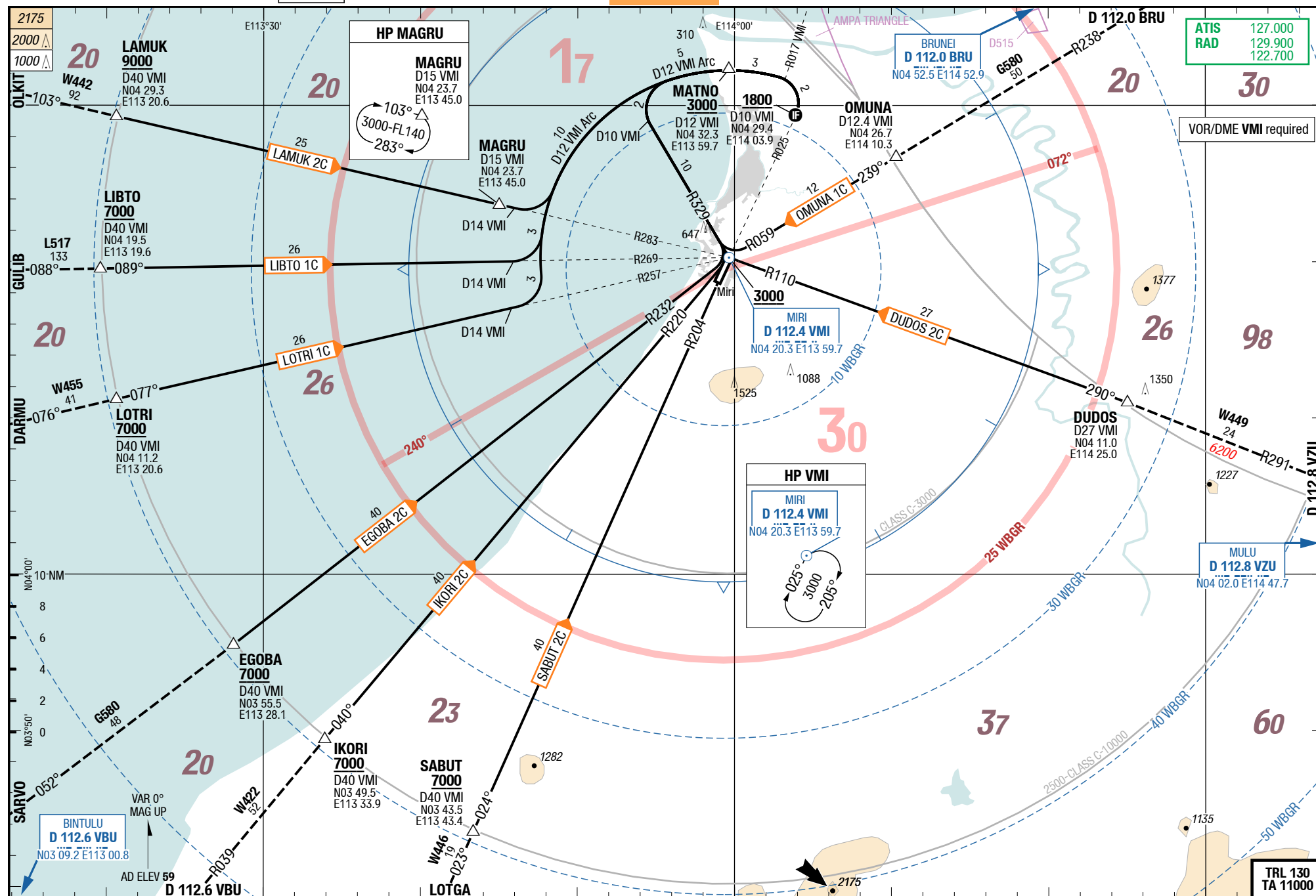
STARs RWY 20

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STARs RWY 20

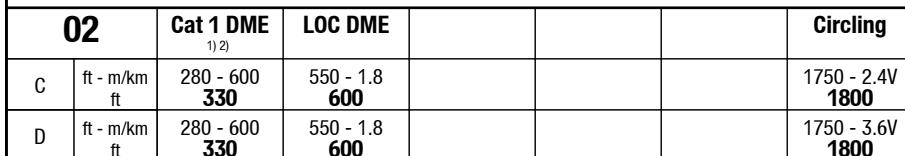
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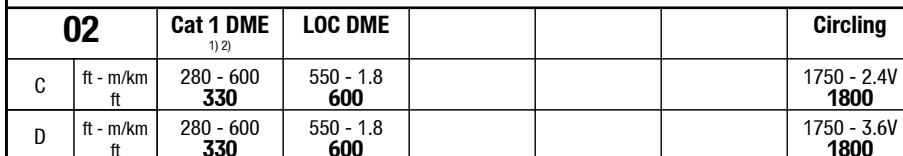
Changes: PROC, WPT SAFRA, AWY

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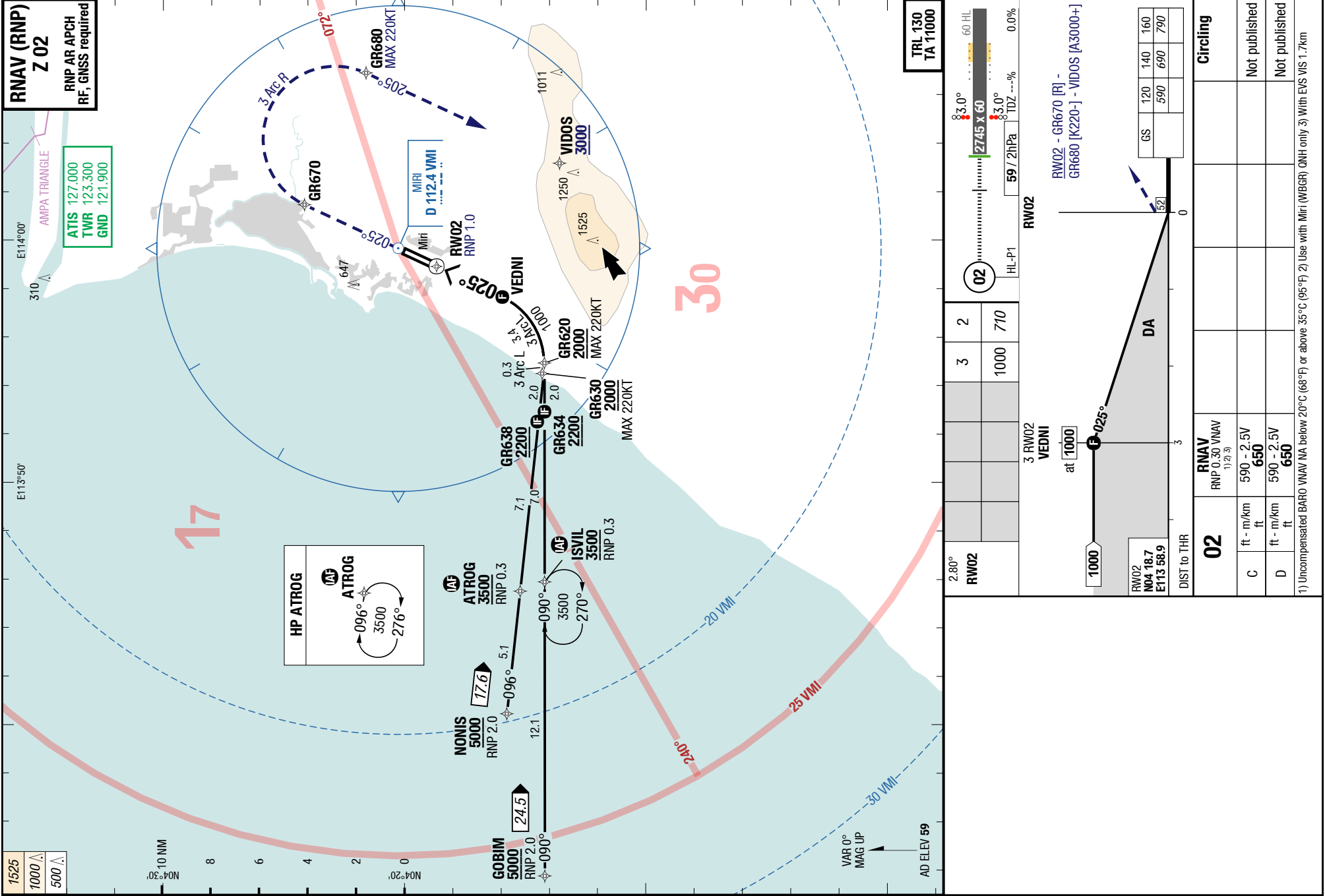
ILS Z or LOC Z 02

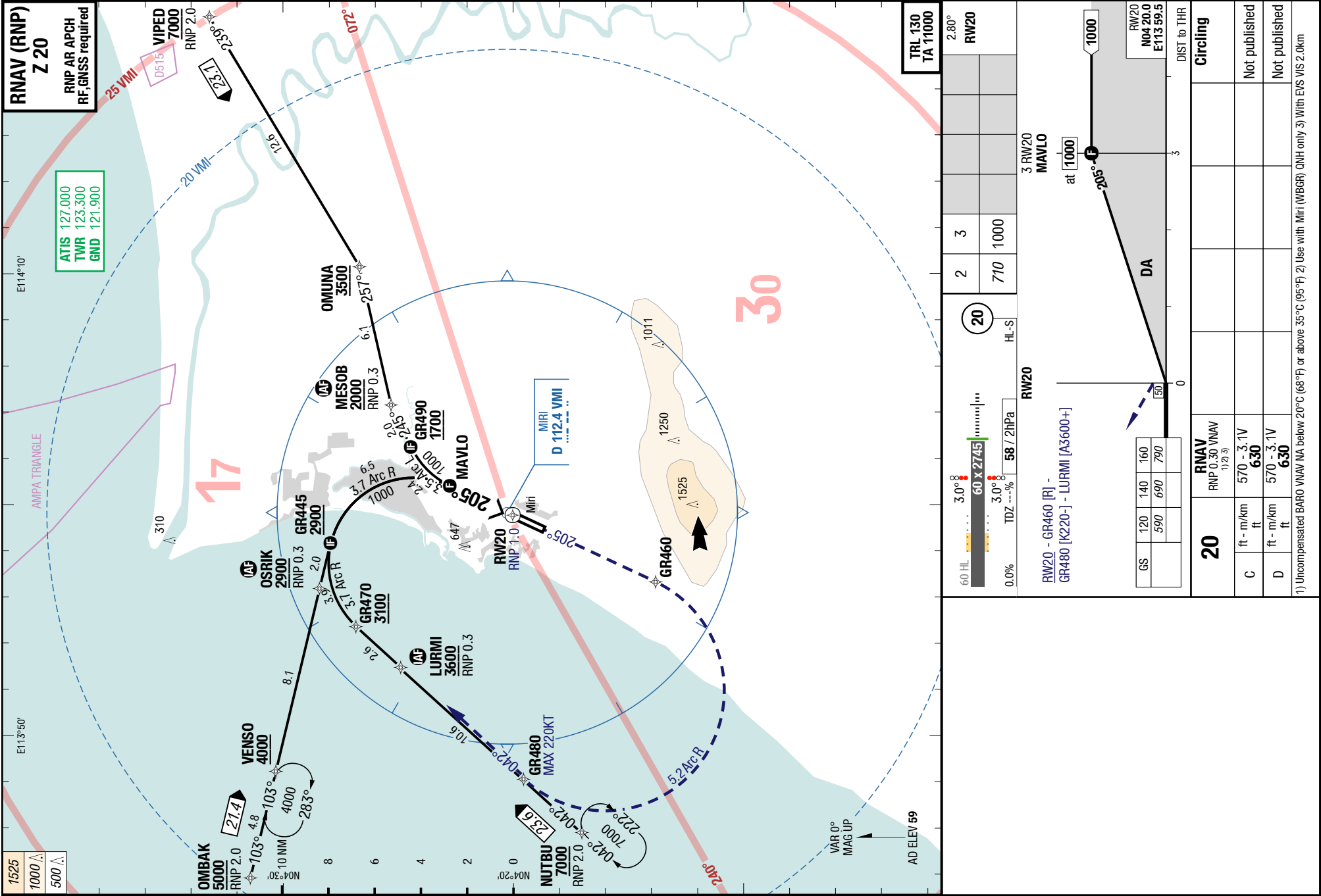


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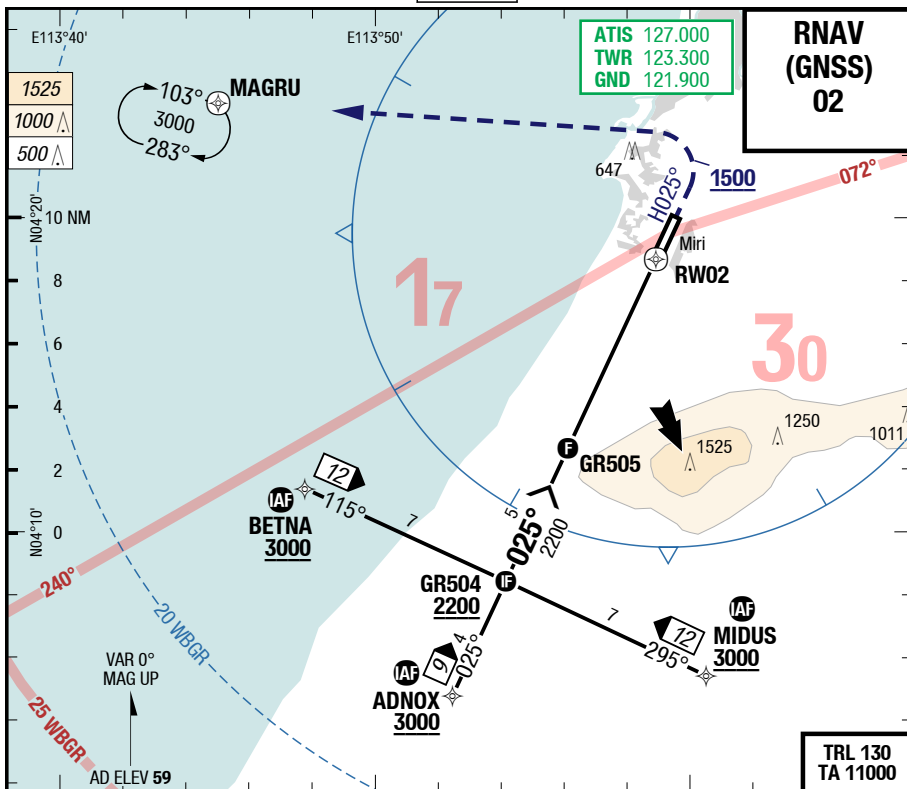




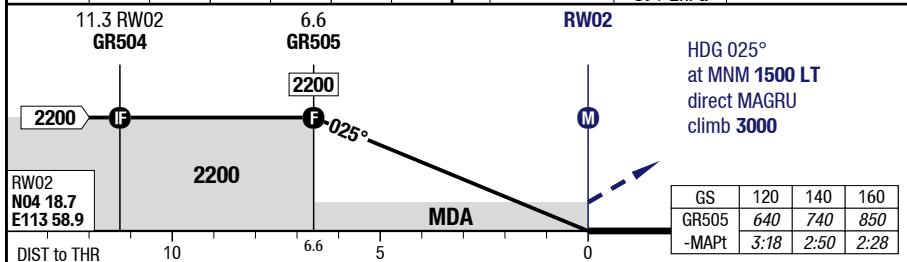
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7-70

RNAV (GNSS) 02



3.00° RW02	6.6	6	5	4	3	2	02	3.0°	60 HL
	2200	2020	1710	1390	1070	750	HL-P1	2745 x 60	0.0%
								59 / 2hPa	TDZ ---%



02	RNAV GNSS					Circling
C	ft - m/km ft	550 - 1.8 600				1750 - 2.4V 1800
D	ft - m/km ft	550 - 1.8 600				1750 - 3.6V 1800

14-SEP-2017

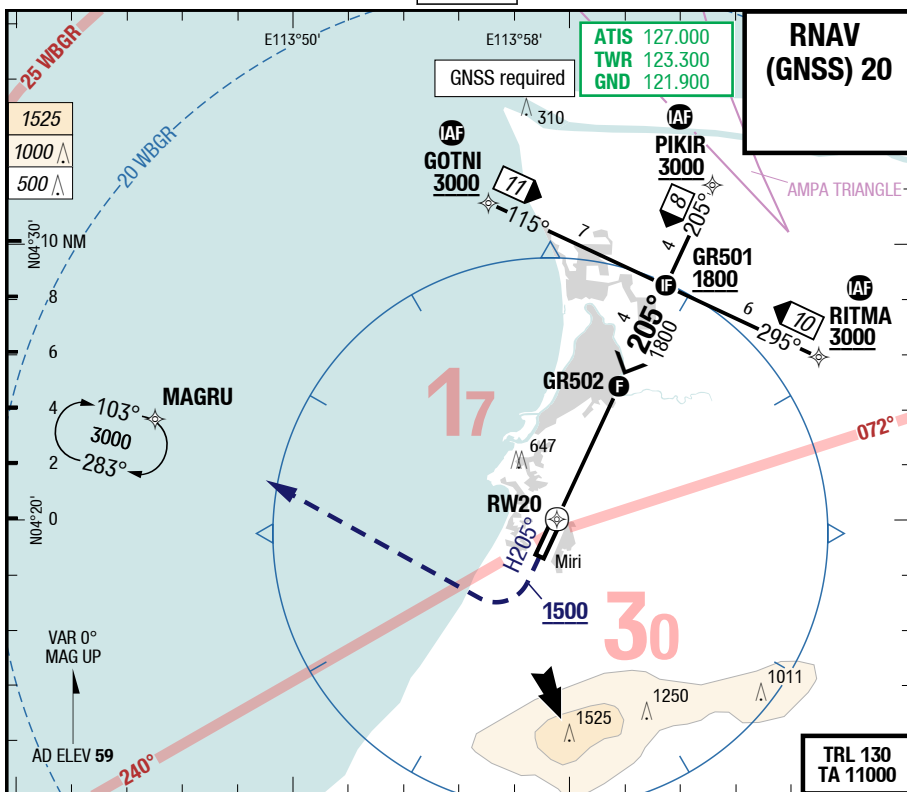
MYY-WBGR

7-80

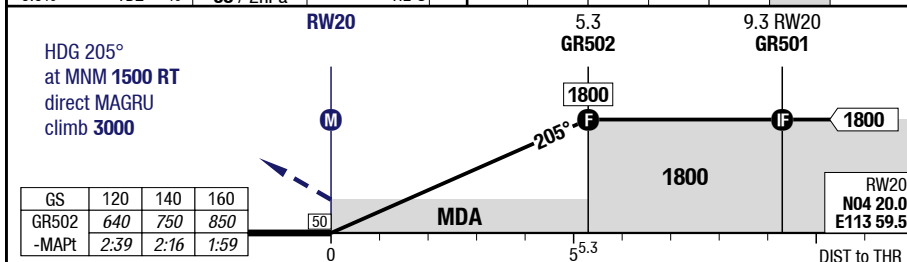
RNAV (GNSS) 20

Malaysia Miri

IAC

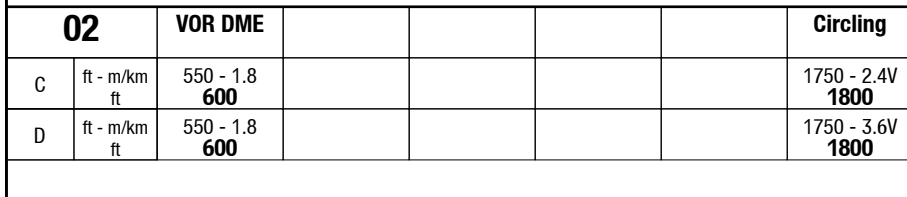


60 HL	3.0°	2	3	4	5	5.3	3.01°
60 x 2745	3.0°	750	1070	1390	1710	1800	RW20
0.0%	TDZ	58 / 2hPa	HL-S				



20	RNAV GNSS VNAV 1) 2) 3)	RNAV GNSS LNAV 2)			Circling
C	ft - m/km ft	360 - 1.2 410	520 - 1.9 570		1750 - 2.4V 1800
D	ft - m/km ft	360 - 1.2 410	520 - 1.9 570		1750 - 3.6V 1800

1) Uncompensated BARO VNAV NA below 10°C (50°F) or above 38°C (100°F) 2) Use with Miri (WBGR) QNH only 3) With EWS 800m



14-SEP-2017

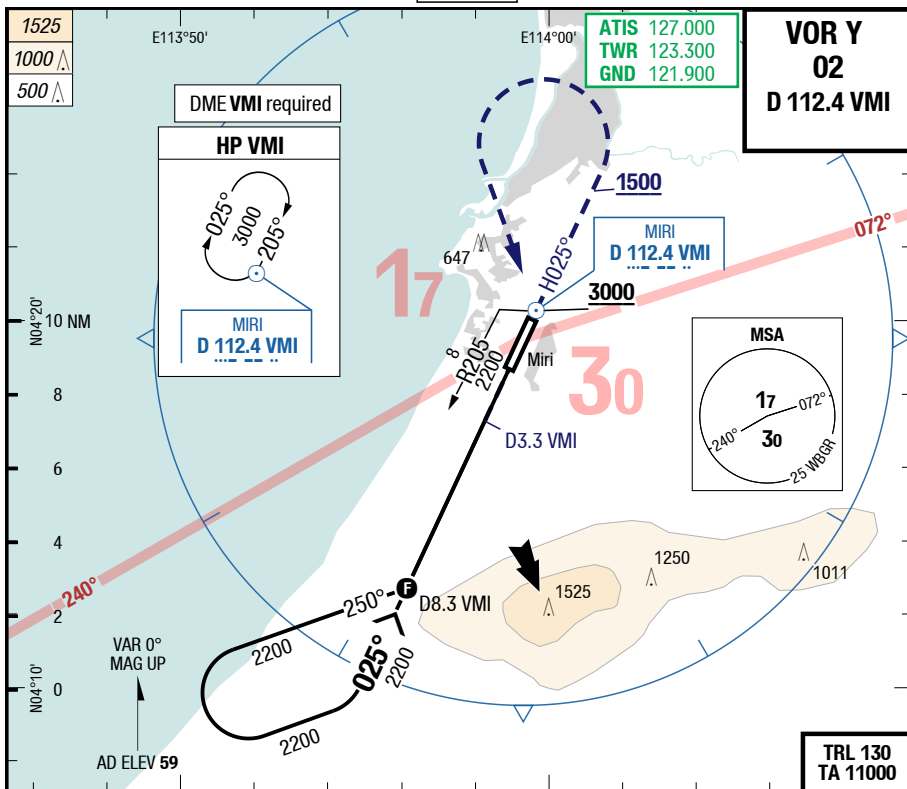
Malaysia Miri

IAC

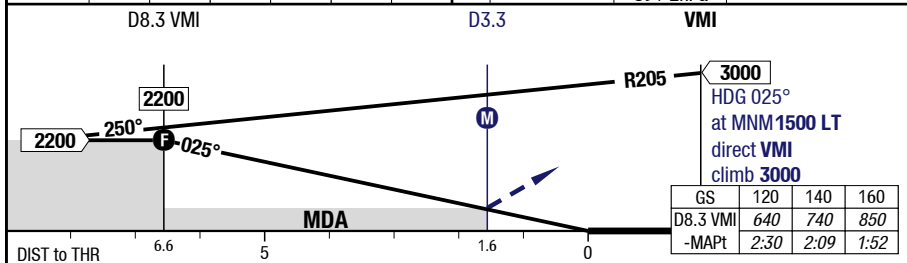
MYW-BGR

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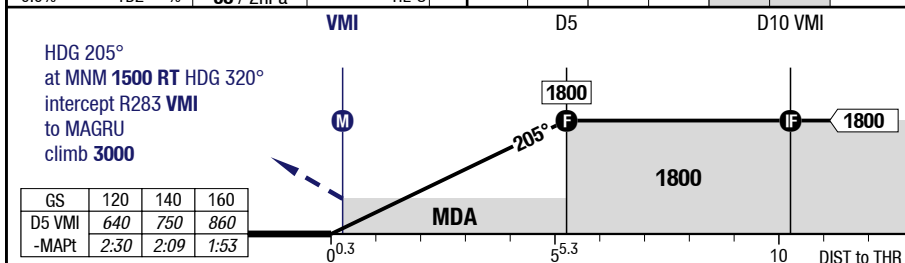
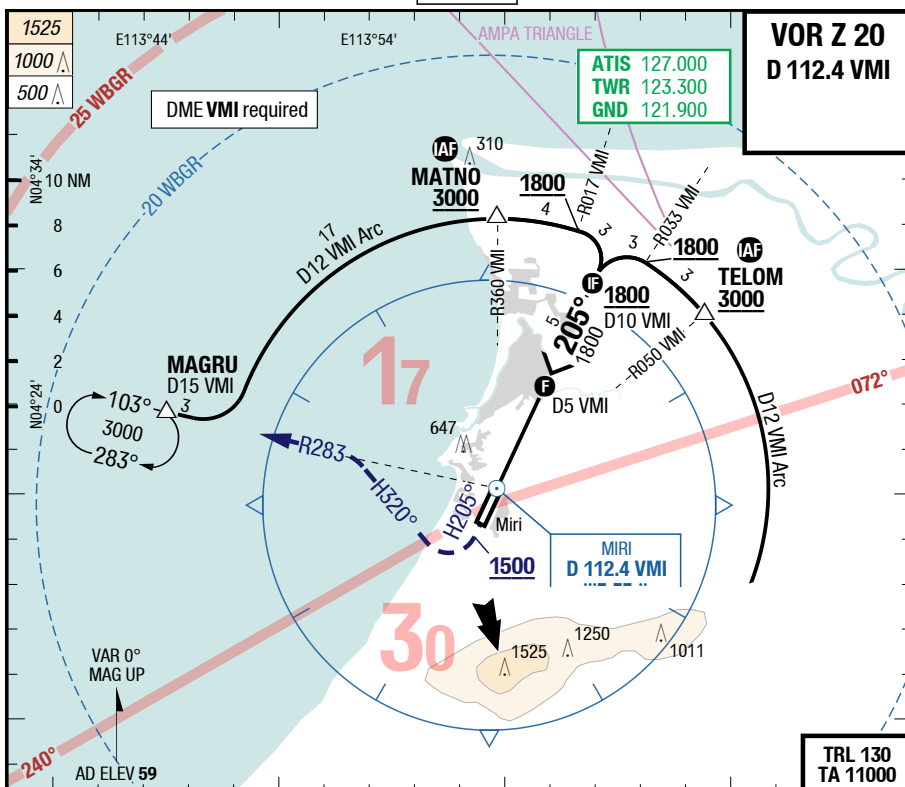
VOR Y 02



3.00° D VMI	8.3	8	7	6	5	4	02	3.0°	60 HL
	2200	2110	1790	1470	1150	830	HL-P1	2745 x 60	0.0%



02	VOR DME					Circling
C	ft - m/km ft	550 - 1.8 600				1750 - 2.4V 1800
D	ft - m/km ft	550 - 1.8 600				1750 - 3.6V 1800



20		VOR DME					Circling
C	ft - m/km ft	520 - 1.9 570					1750 - 2.4V 1800
D	ft - m/km ft	520 - 1.9 570					1750 - 3.6V 1800

14-SEP-2017

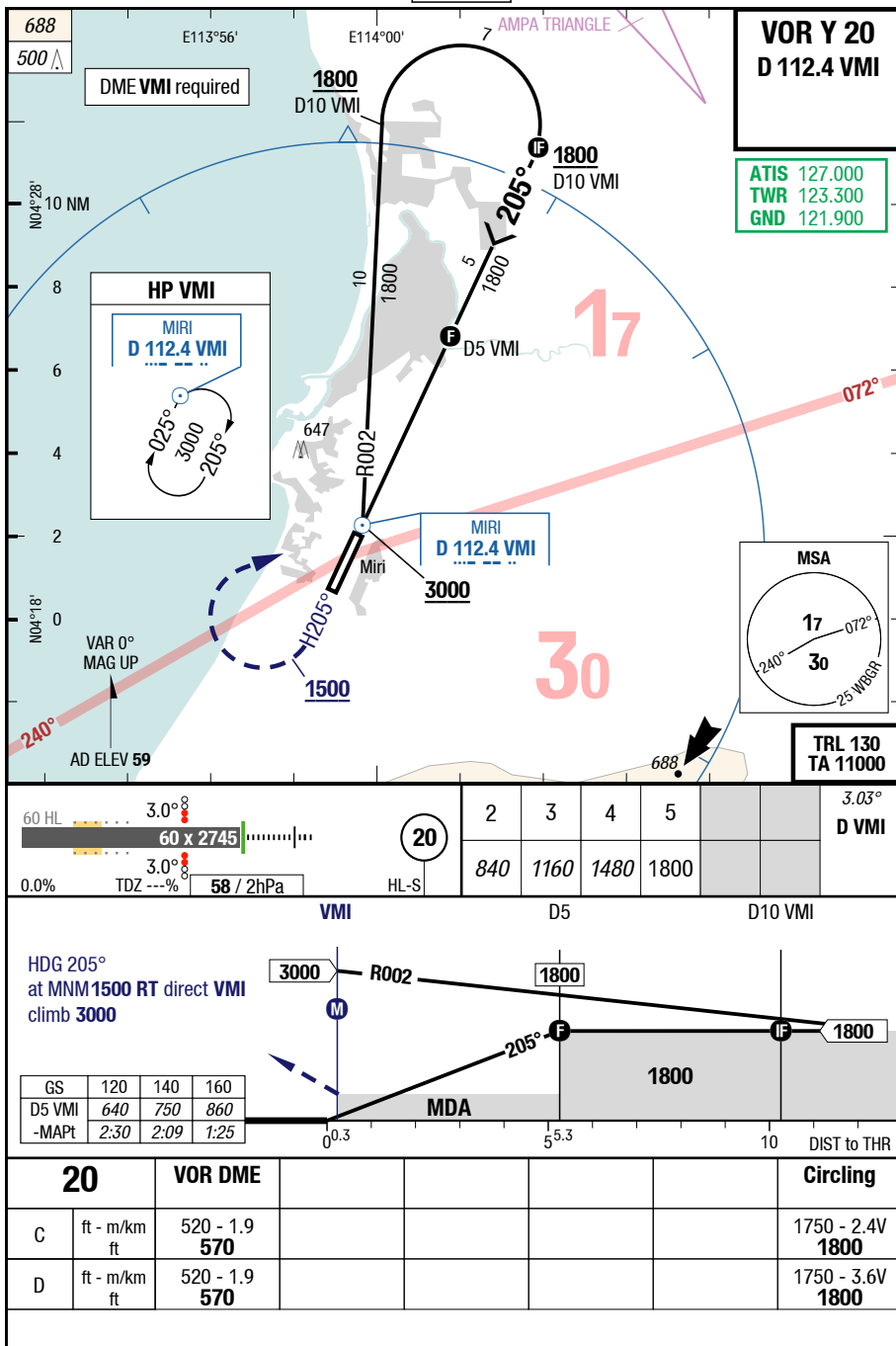
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Malaysia Miri

IAC

7-120

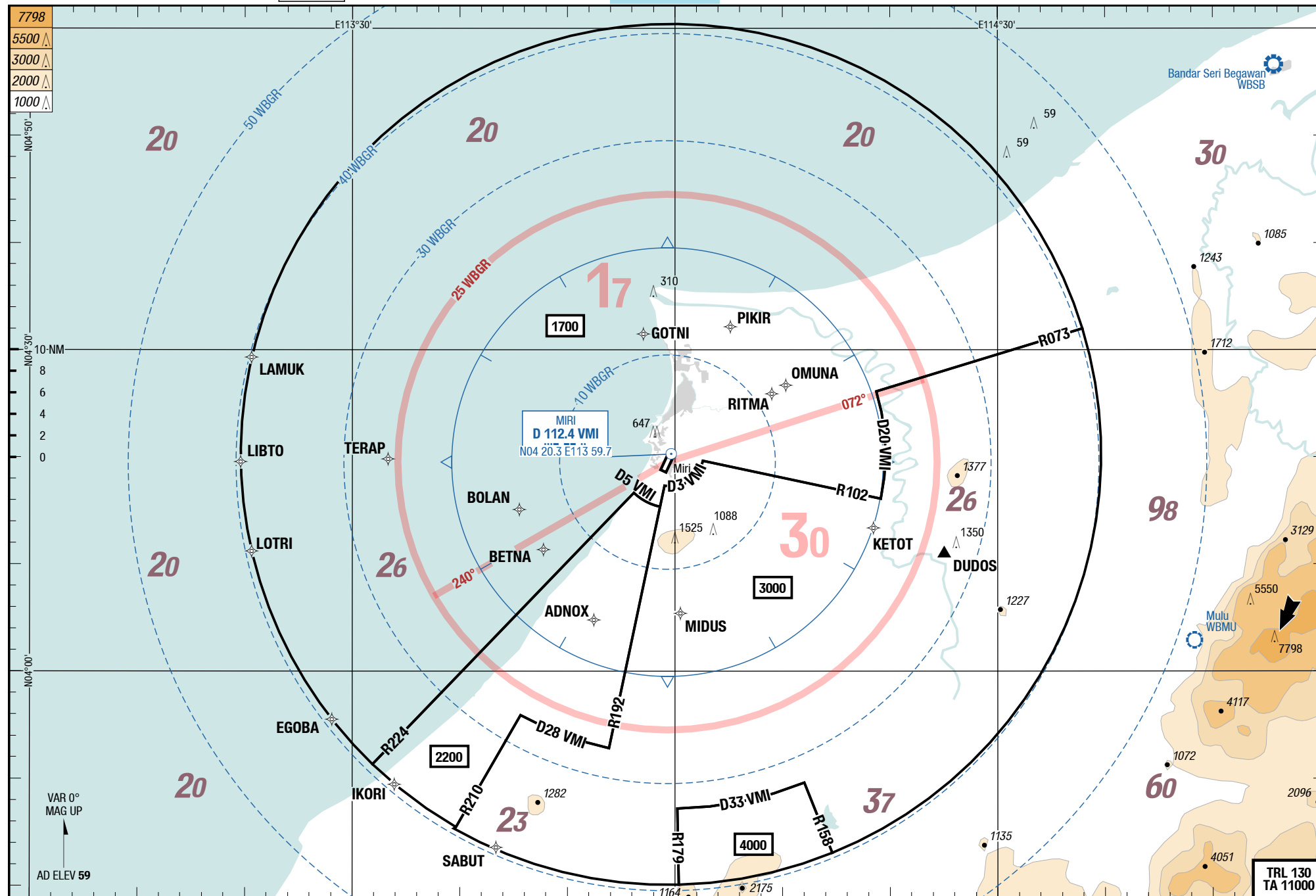
VOR Y 20



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8-10

Malaysia Miri
MRC
MRC
Miri Malaysia
MRC



Changes: WPT SAFRA