

GENERAL**Operational Hours****ATS Hours / AD ADMIN Hours:** H24**Airport Information****RFF:** CAT 9**Fuel:** 2100-1300**PCN:** RWY 02/20: 86/F/G/X/T**Operation****RWY Restriction**

ACFT landing RWY 02 which are unable to make a 180° turn on RWY must exit RWY latest by TWY D.
RWY CLSD TUE 1845-2115 due to MAINT.

TWY Restriction

TWY FC width 11m / 36ft

TWY F AVBL HJ only.

Taxi/Parking

When entering APN, report upon marshaller in sight.

Taxi via TWY J for stands 6, 6A and 6B.

Warnings

Release of radio sonde up to 13000ft between 0001-0300 and 1200-1500 NE of AD.

Parasailing activity W of RWY.

Birds in vicinity of AD.

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

Continue on STAR and land.

If under vectoring, maintain vector for 1min.

If below MSA, climb to MSA then track to intercept cleared or previously assigned STAR and land.

Arrival Procedure**VFR Traffic Pattern:** RWY 20 right-hand circuit.**Non-standard GP intercept position on****RWY 02**GP intercepts RWY 02 at *332m / 1088ft* after landing threshold.Remaining DIST beyond GP is *3449m / 11314ft*.**RWY 20**GP intercepts RWY 20 at *314m / 1030ft* after landing threshold.Remaining DIST beyond GP is *3196m / 10486ft*.

DEPARTURE**Take-off Minima**

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

Communication

Unless otherwise specified by ATC, all IFR DEP must contact Kinabalu Radar on 119.100 as soon as practicable after TKOF.

COM Failure**RNAV**

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

If below MSA, climb to MSA then track to intercept cleared or previously assigned SID to destination.

VOR

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

If under vectoring, maintain vector for 2min.

If below MSA, climb to MSA then track to intercept cleared or previously assigned SID to destination.

ATC Slot, Clearance

REQ CLR before commencing start-up/push-back.

REQ push-back only when fully ready.

Push-back must be completed within 2min, if unable to comply contact ATC.

14-JUN-2018

BKI-WBKK

Malaysia Kota Kinabalu Kota Kinabalu Intl

2-10

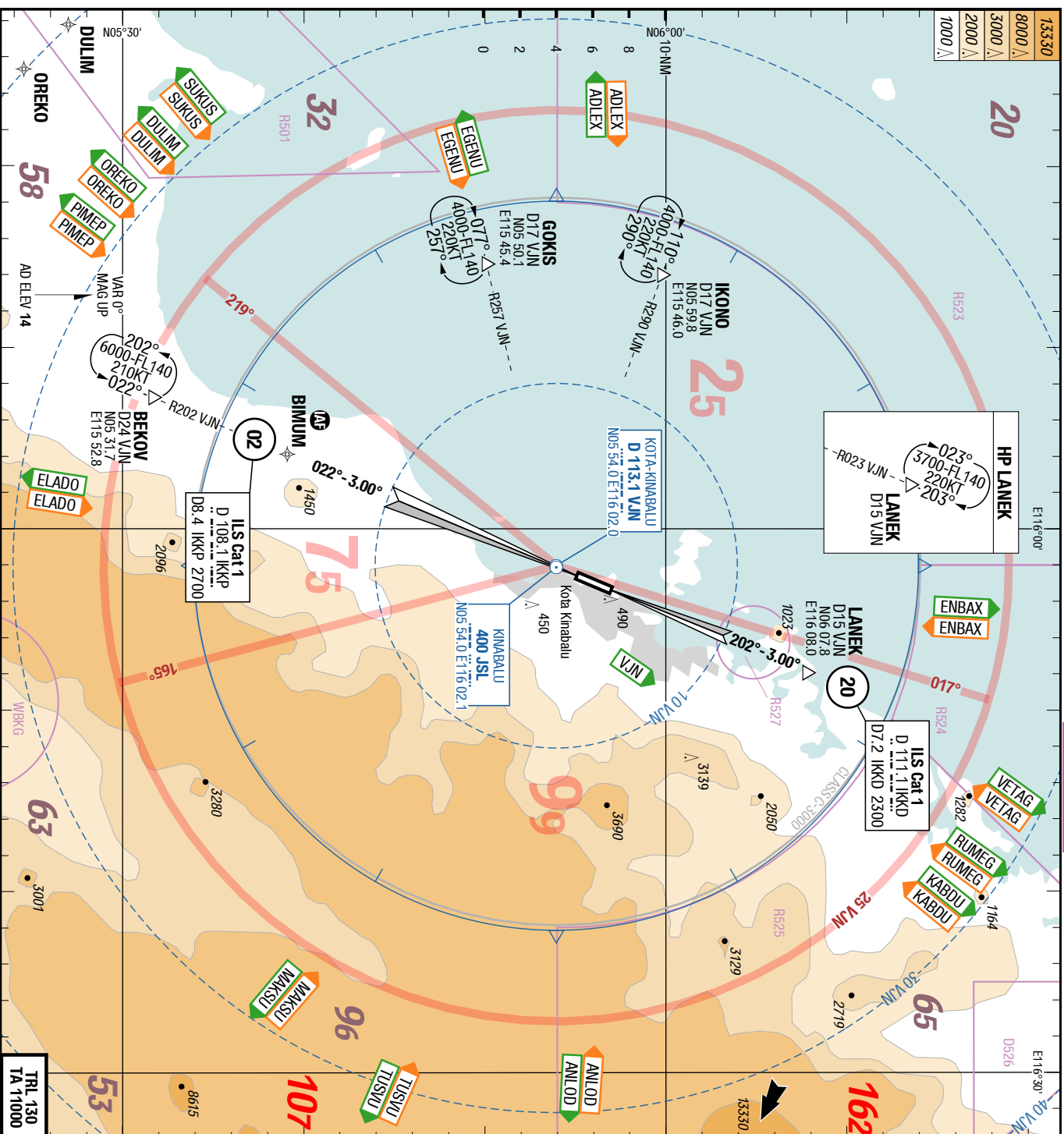
AFC

AFC

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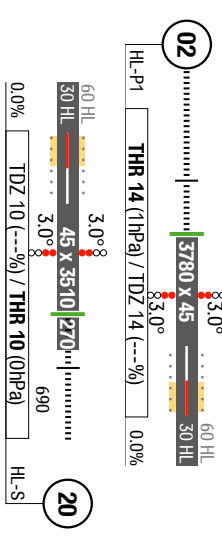
Kota Kinabalu Intl Kota Kinabalu Malaysia

AFC

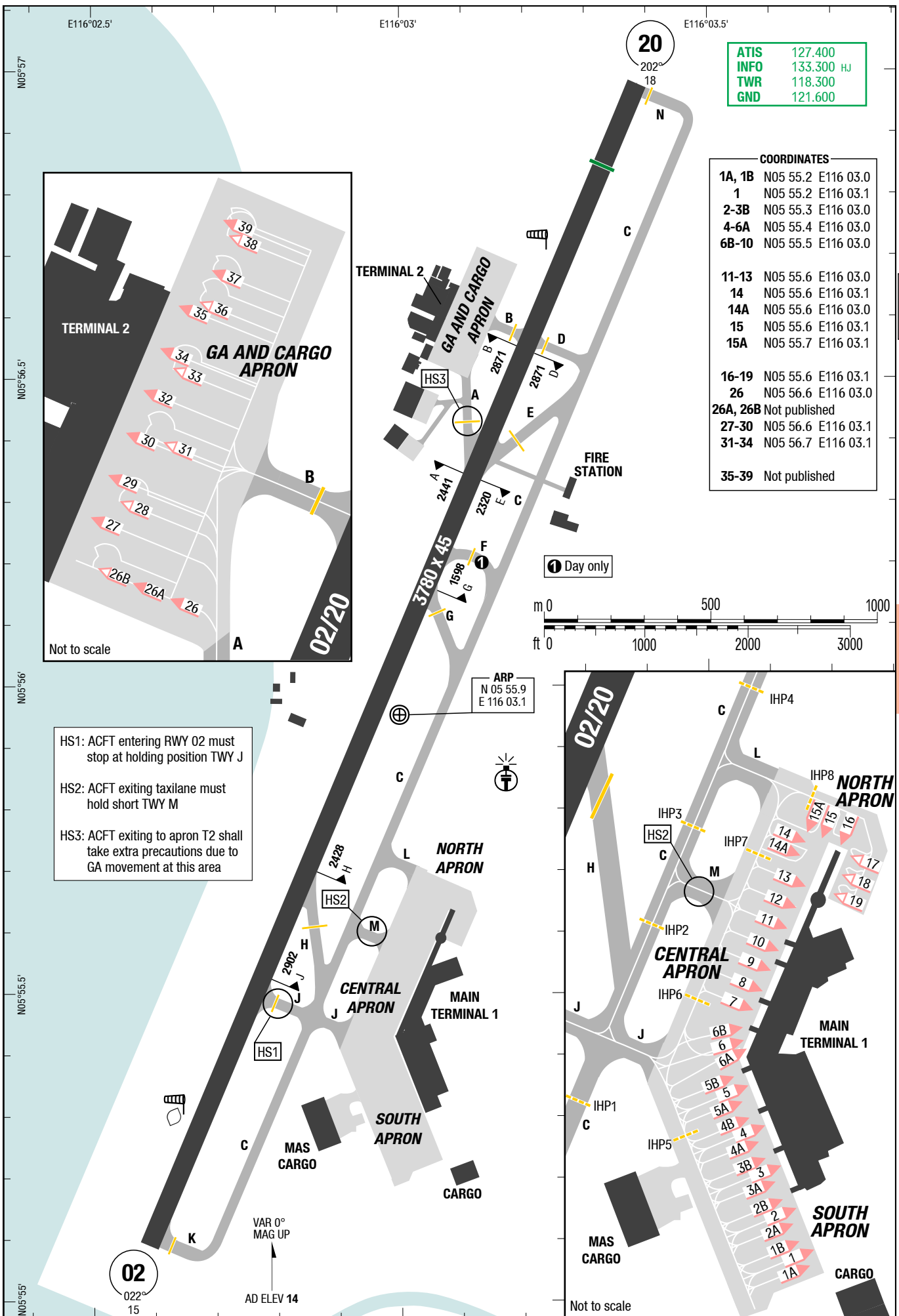


| | |
|------|------------|
| ATIS | 127.400 |
| INFO | 123.300 Hz |
| RAD | 119.100 |
| ACC | 126.100 |
| TWR | 118.300 |
| GND | 121.600 |

Landing RWY system:



| | | | | |
|-------|-------------------------------|-------|-------|-------|
| 02 | THR 14 (1hPa) / TDZ 14 (---%) | 83.0° | 83.0° | 60 HL |
| HL-P1 | THR 14 (1hPa) / TDZ 14 (---%) | 83.0° | 83.0° | 60 HL |
| 0.0% | TDZ 10 (---%) / THR 10 (0hPa) | 690 | 690 | HL-S |

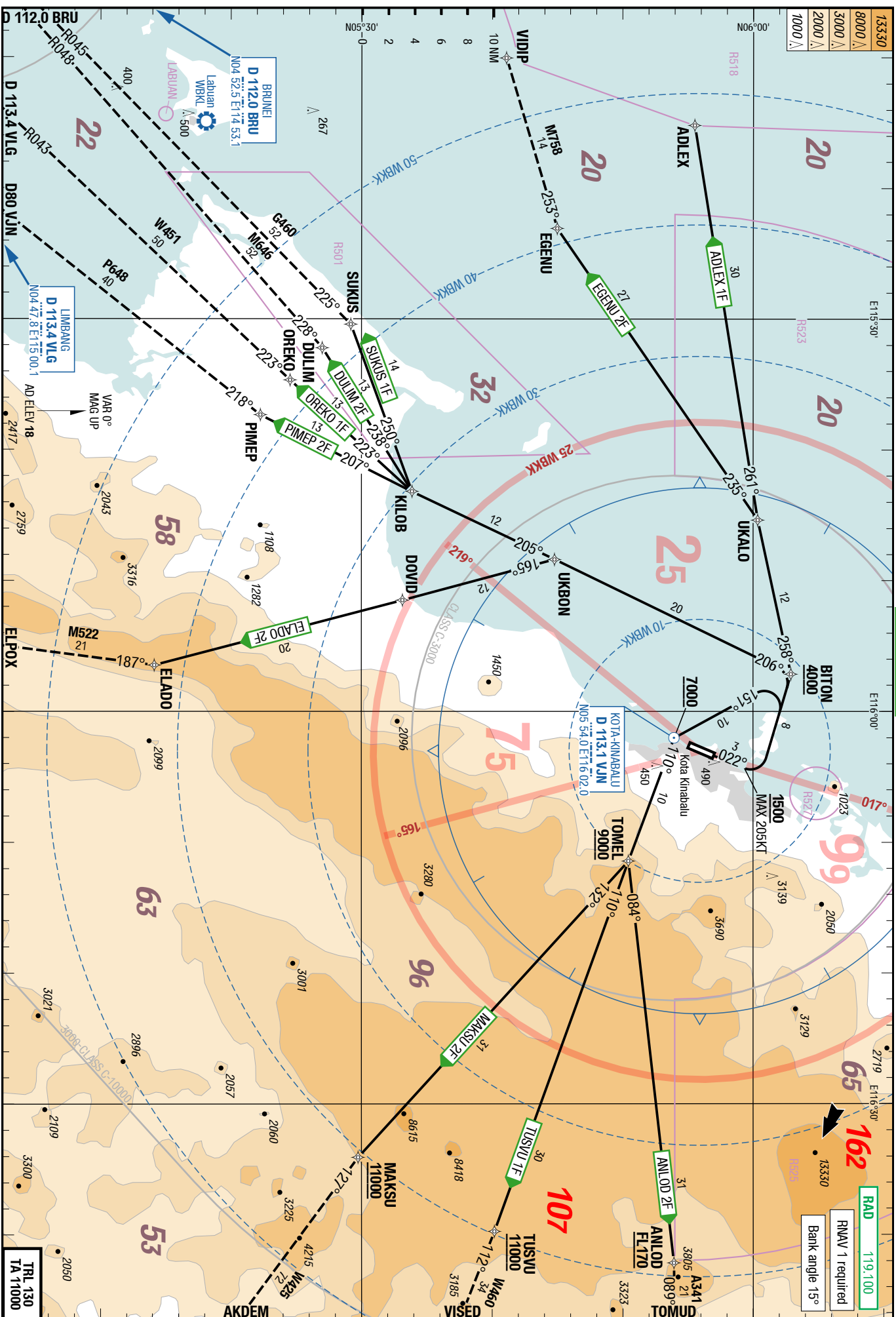


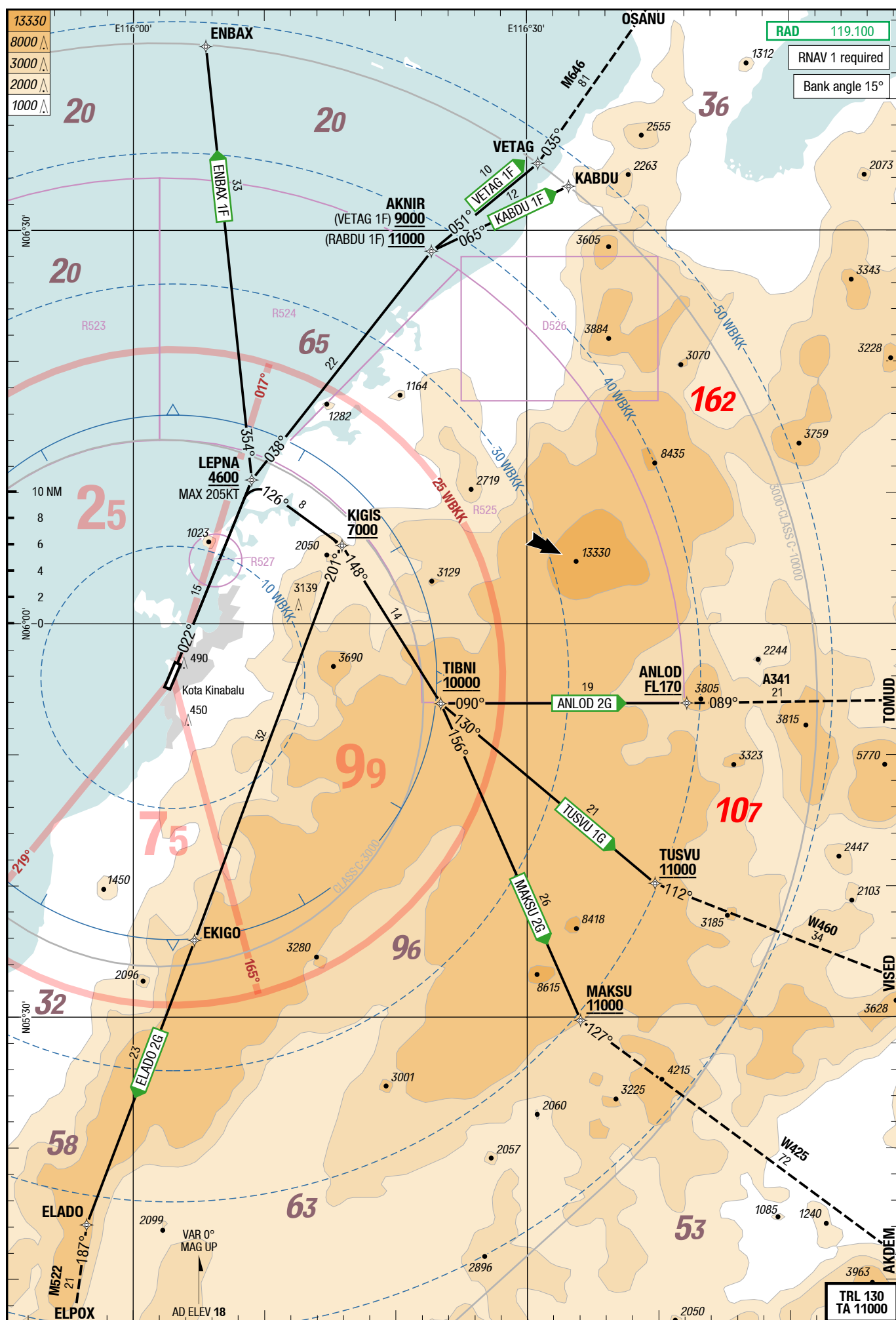
BKI-WBKK

RNAV SIDS RWY 02 (right/left turn)

IV SIDS RWY 02 (right/left turn)

RNAV SIDS RWY 02 (left turn)





10-NOV-2016

BKI-WBKK

Malaysia Kota Kinabalu

RNAV SIDs RWY 20 (right turn)

4-30

RNAV SIDs RWY 20 (left turn)

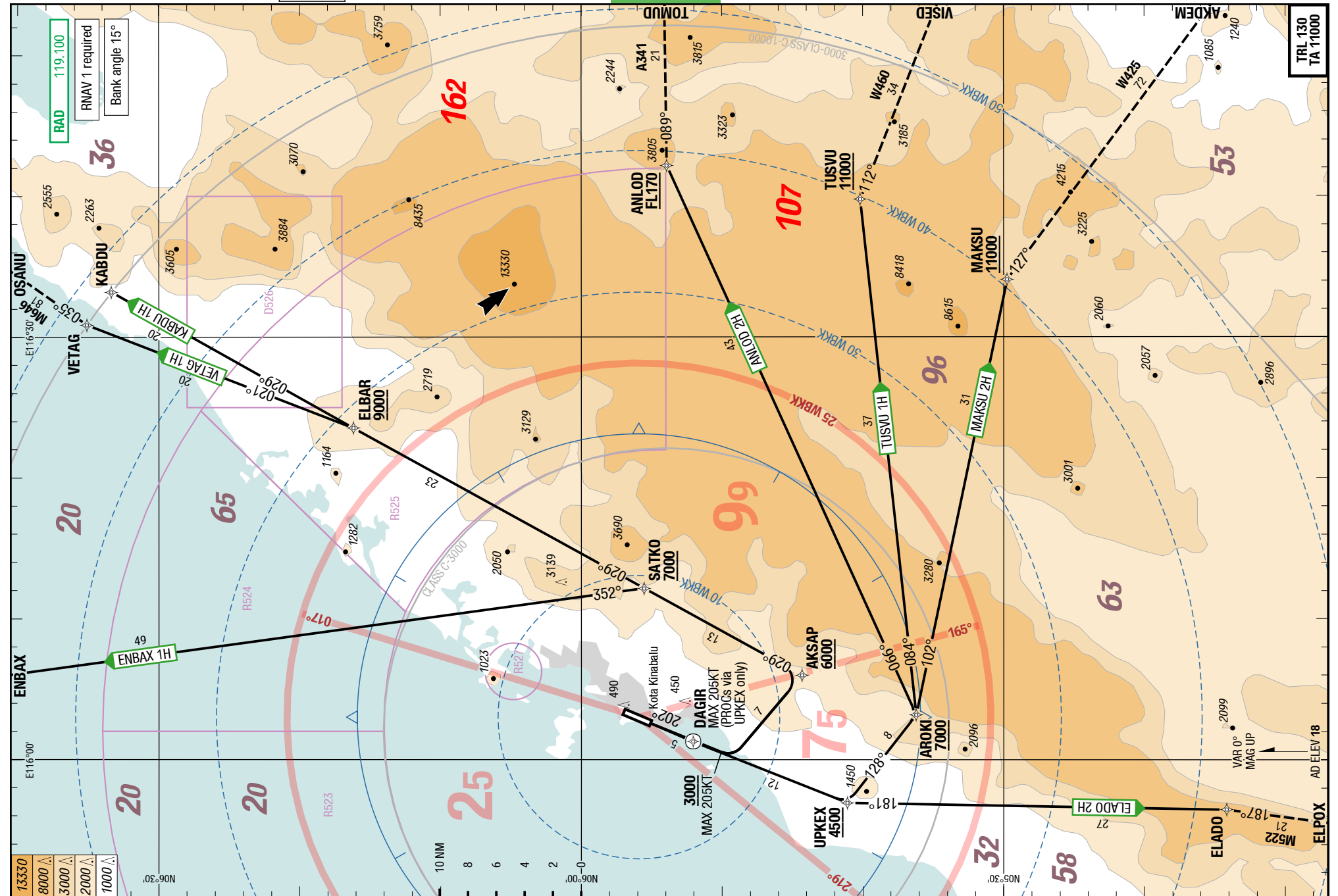
SID

SID

Kota Kinabalu Malaysia

RNAV SIDs RWY 20 (right turn)

RNAV SIDs RWY 20 (left turn)



Changes: ALT, MSA, Speed RESTR, OBST

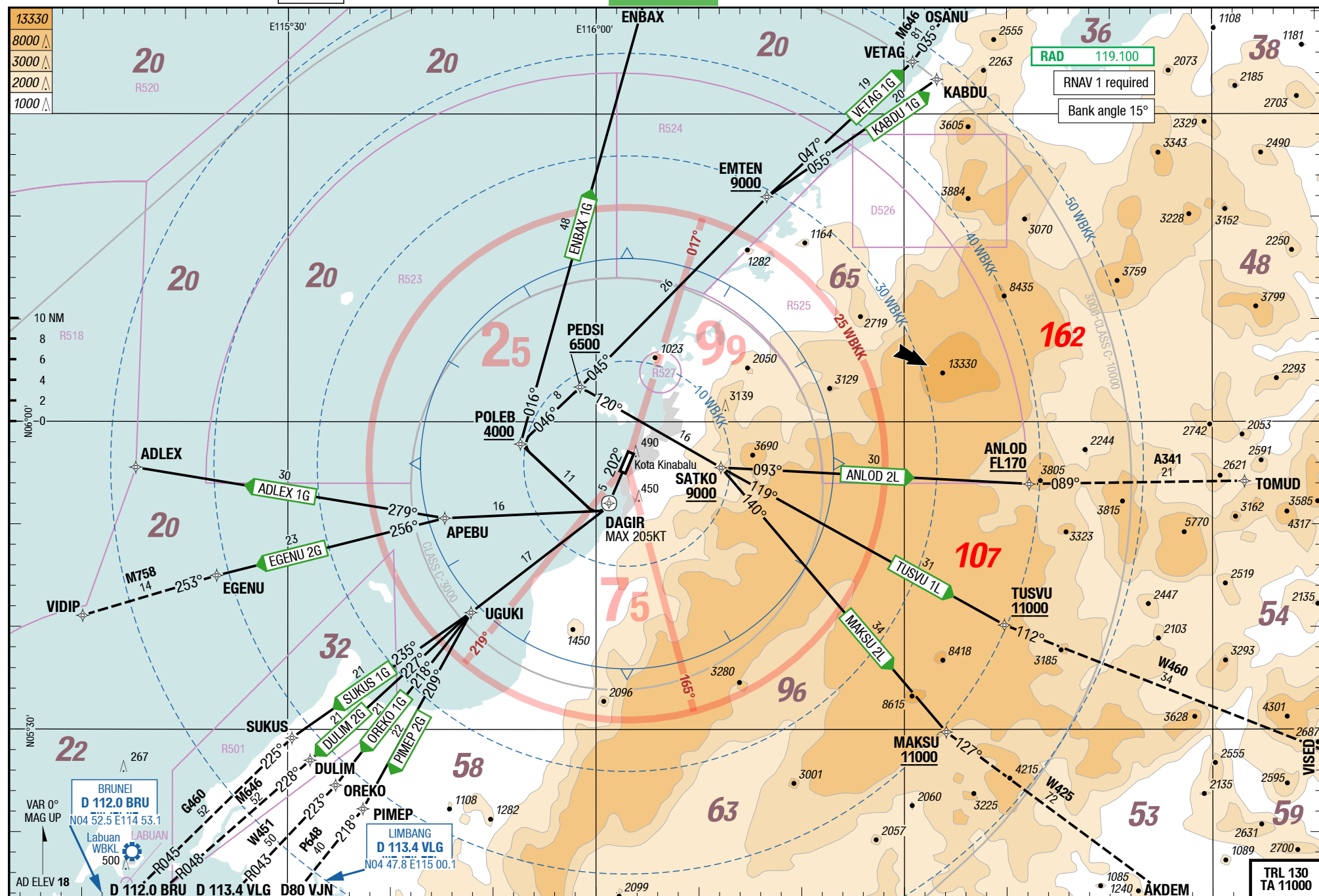
BKI-WBKK

4-40 RNAV SIDs RWY 20 (right turn)

SID

SID

RNAV SIDs RWY 20 (right turn)



Changes: ALT, MSA, PROC renamed, Speed RESTR, OBST

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26-JAN-2017

BKI-WBKK

Malaysia Kota Kinabalu

SIDs RWY 02 (West/South)

4-50

SIDs RWY 02 (North/East)

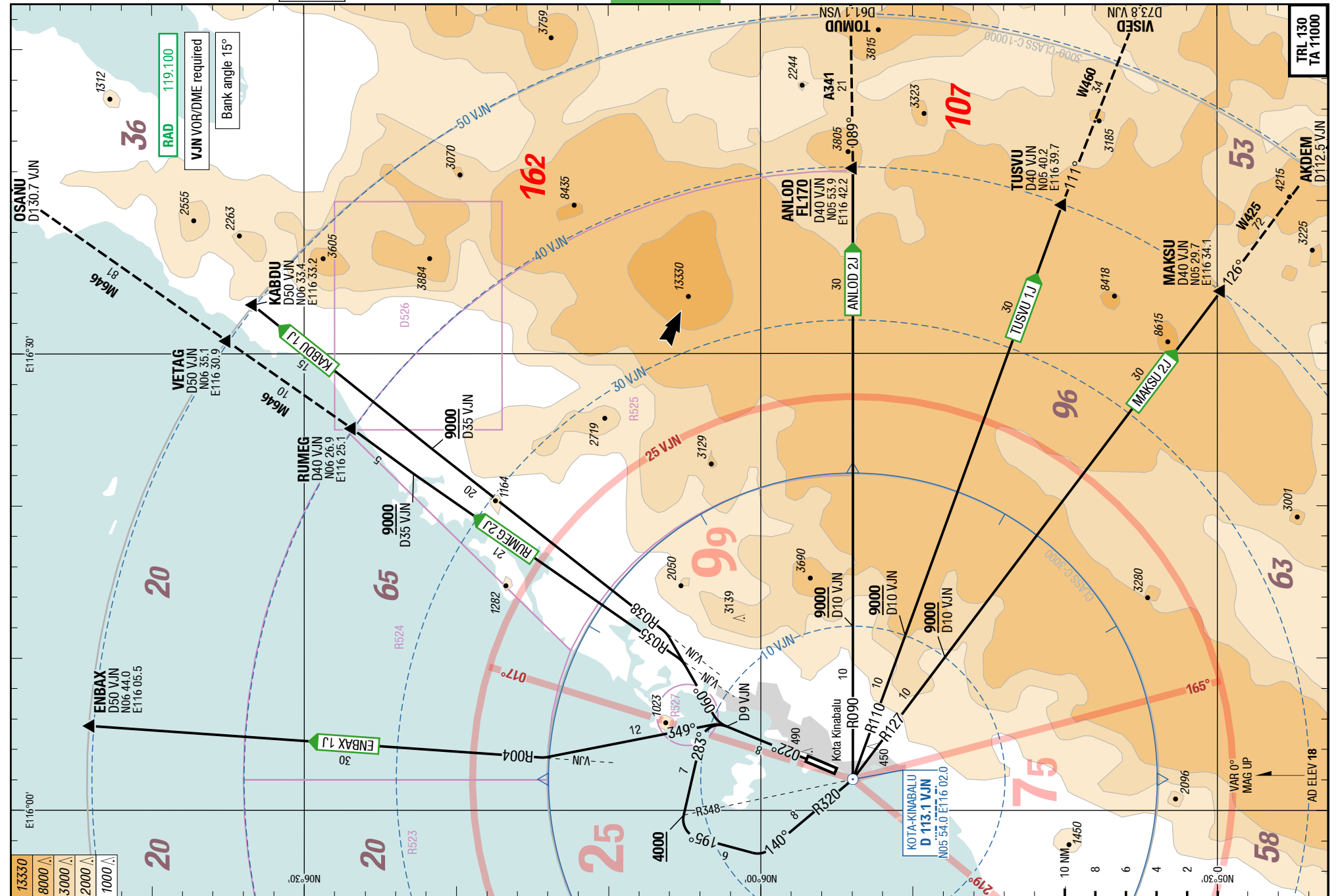
SID

SID

Kota Kinabalu Malaysia

SIDs RWY 02 (West/South)

SIDs RWY 02 (North/East)



Changes: Nil

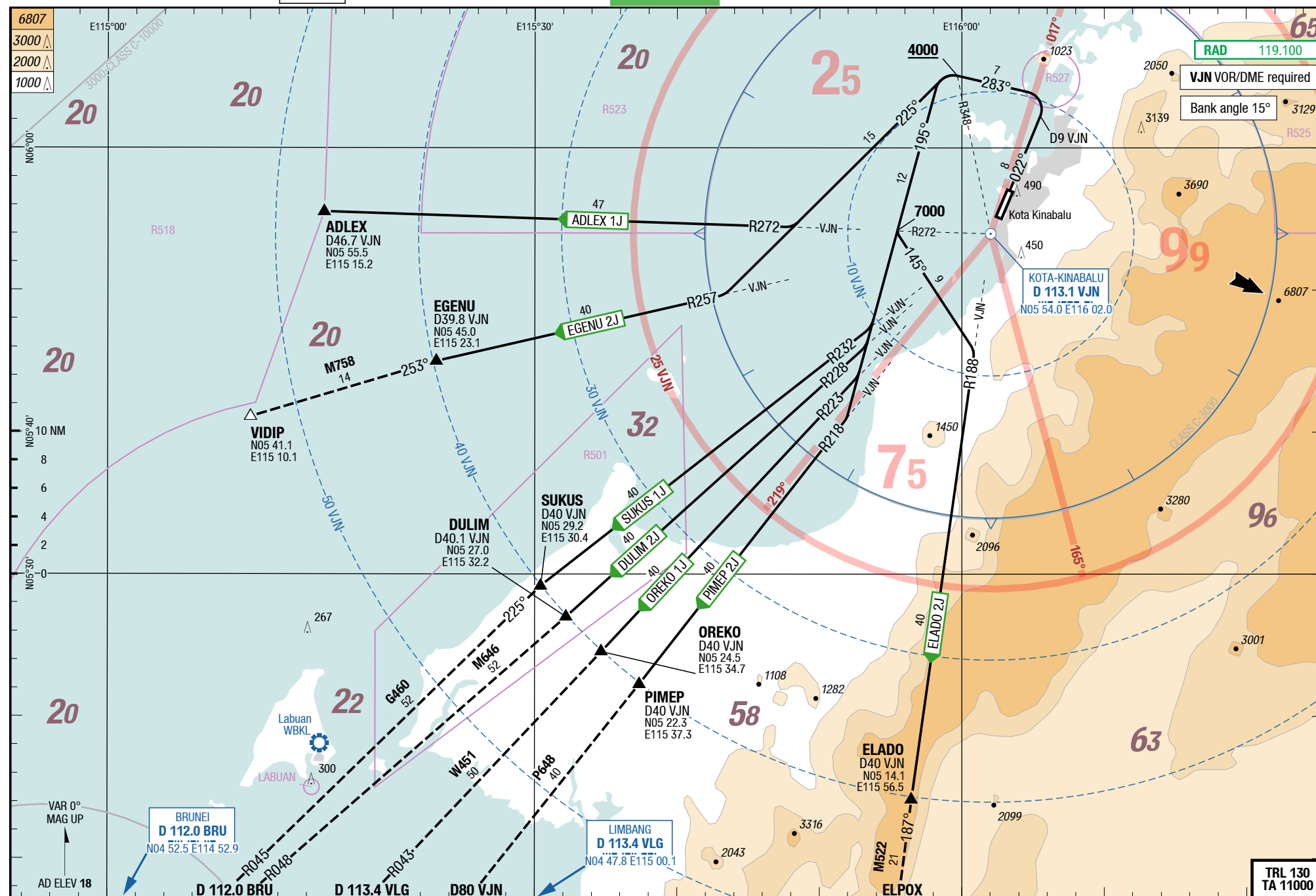
BKI-WBKK

4-60 **SIDs RWY 02 (West/South)**

SID

SID

SIDs RWY 02 (West/South)



Changes: MSA, OBST, TOPO

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SIDs RWY 20 (West/South)

4-70

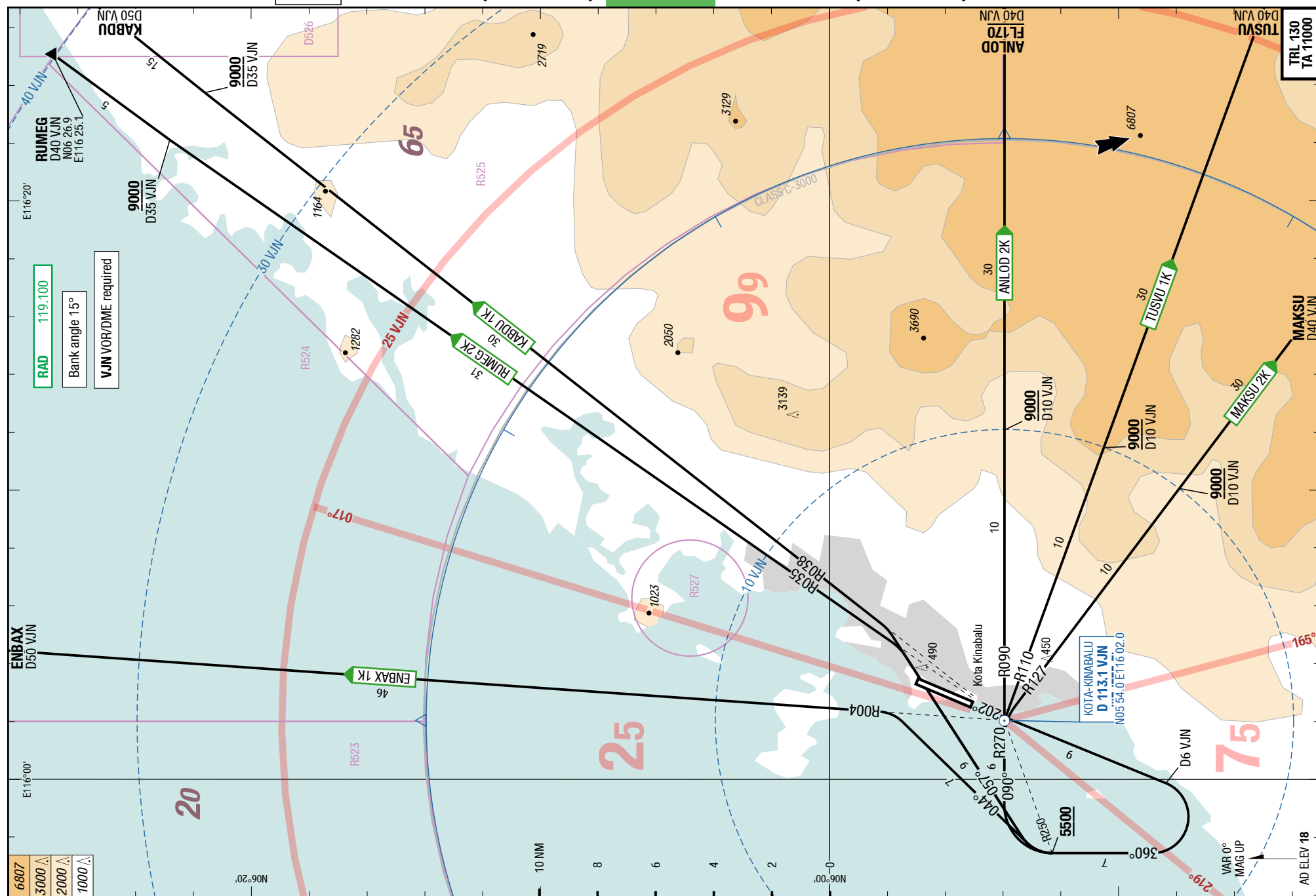
SIDs RWY 20 (North/East)

SID

SID

SIDs RWY 20 (West/South)

SIDs RWY 20 (North/East)



Changes: Nil

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Malaysia Kota Kinabalu

4-80

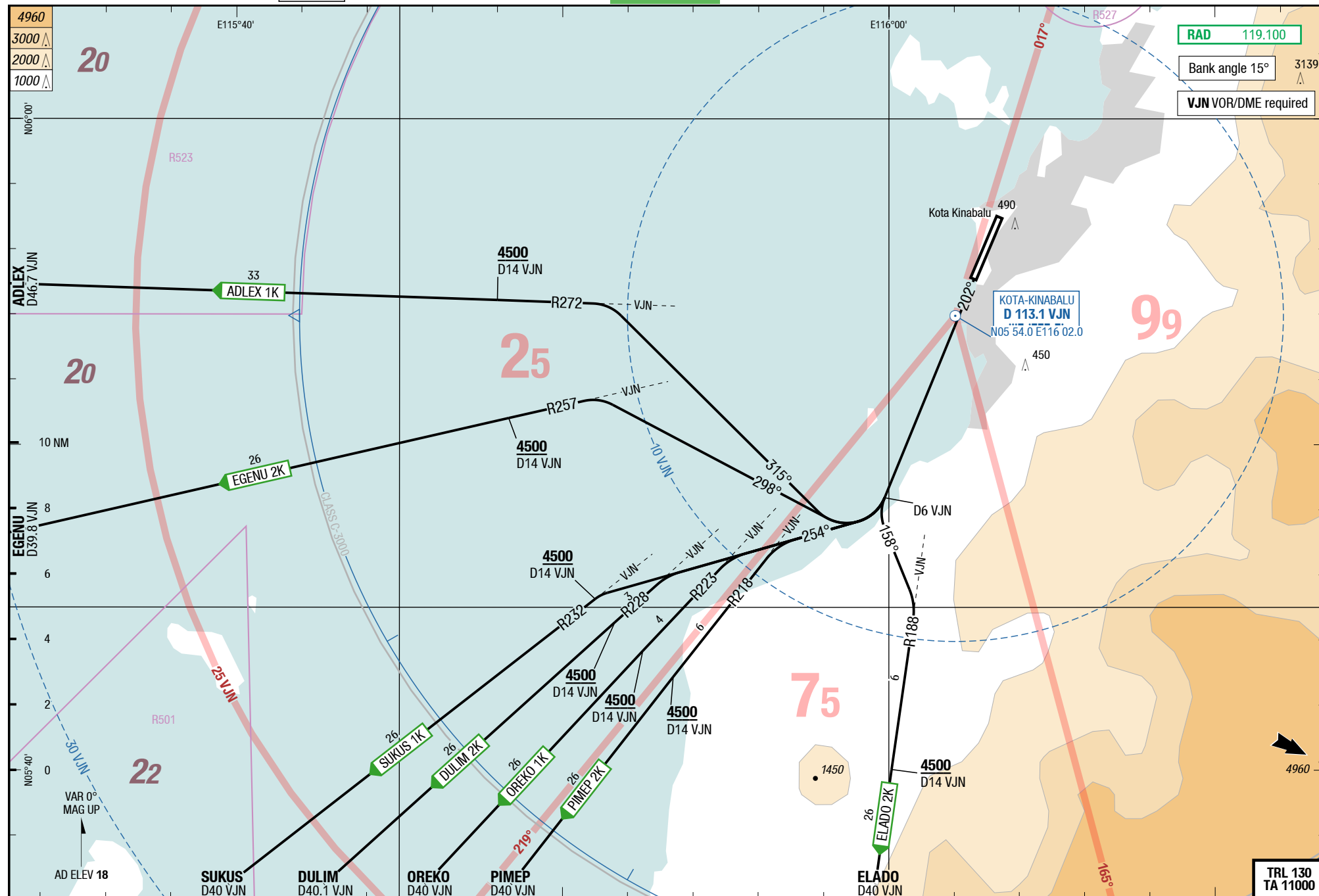
SIDs RWY 20 (West/South)

SID

SID

Kota Kinabalu Malaysia

SIDs RWY 20 (West/South)



Changes: MSA, OBST, TOPO

TRL 130
TA 11000

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26-JAN-2017
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Malaysia Kota Kinabalu
SID (Radar)

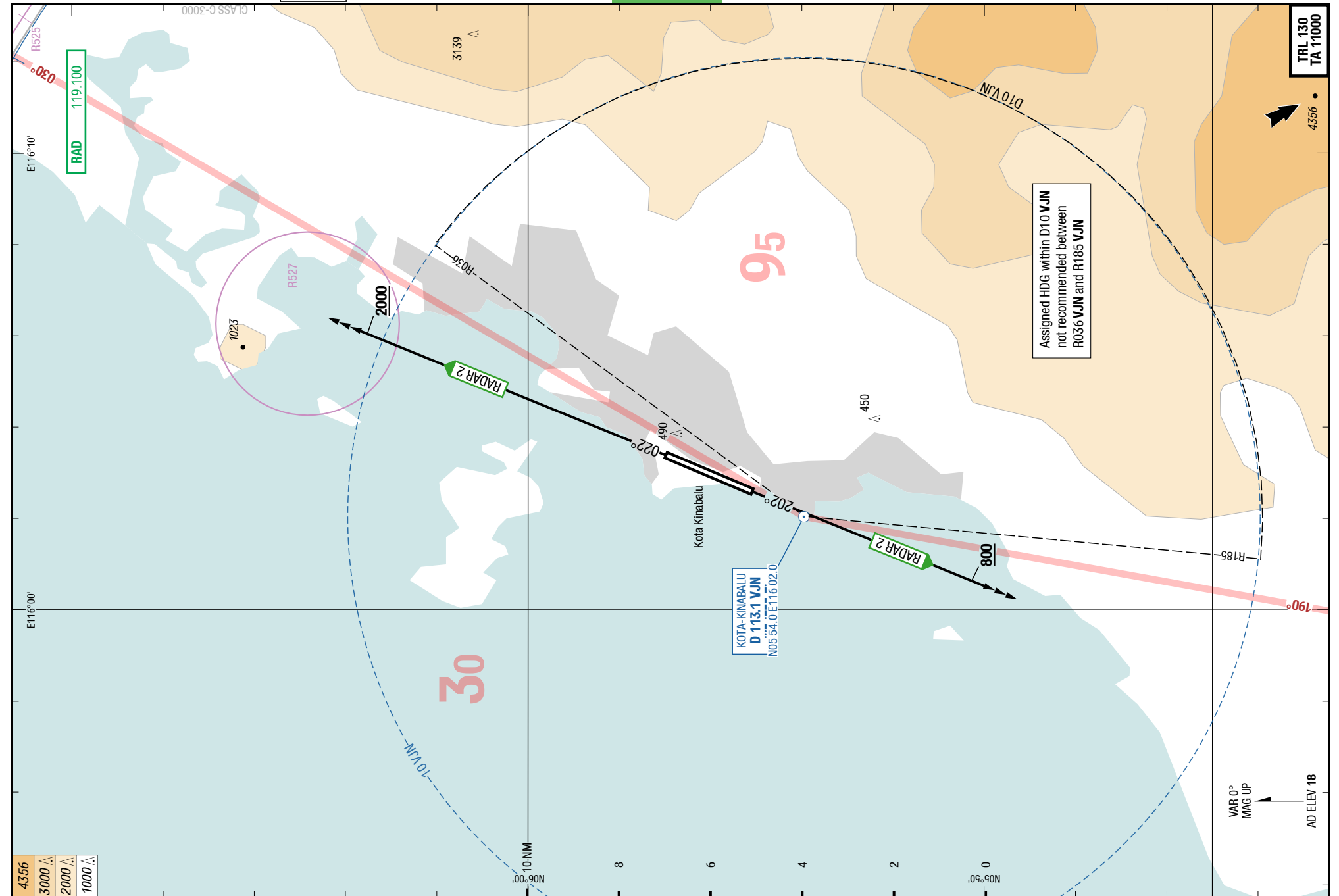
NIL

SID

SID

Kota Kinabalu Malaysia
SID (Radar)

NIL



Changes: OBST, TOPO, MOCA

10-NOV-2016

BKI-WBKK

5-10

RNAV SIDs RWY 02 (left turn)

ADLEX 1F / ANLOD 2F / DULIM 2F / EGENU 2F / ELADO 2F / MAKSU 2F / OREKO 1F / PIMEP 2F

RWY 02 (022°)

After take-off, contact RAD

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

| DESIGNATOR | ROUTING | ALTITUDES |
|---|---|---|
| Runway 02 | | |
| ADLEX 1F 5.0% to BITON 119.100 ① | [A1500+ ;K205-] - BITON - UKALO - ADLEX | BITON MNM 4000 |
| ANLOD 2F 5.0% to 7000 119.100 ① | [A1500+ ;K205-] - BITON - VJN - TOMEL - ANLOD | BITON MNM 4000 VJN MNM 7000 TOMEL MNM 9000 ANLOD MNM FL170 |
| DULIM 2F 5.0% to BITON 119.100 ① | [A1500+ ;K205-] - BITON - UKBON - KILOB - DULIM | BITON MNM 4000 |
| EGENU 2F 5.0% to BITON 119.100 ① | [A1500+ ;K205-] - BITON - UKALO - EGENU | BITON MNM 4000 |
| ELADO 2F 5.0% to BITON 119.100 ① | [A1500+ ;K205-] - BITON - UKBON - DOVID - ELADO | BITON MNM 4000 |
| MAKSU 2F 5.0% to 7000 119.100 ① | [A1500+ ;K205-] - BITON - VJN - TOMEL - MAKSU | BITON MNM 4000 VJN MNM 7000 TOMEL MNM 9000 MAKSU MNM 11000 |
| OREKO 1F 5.0% to BITON 119.100 ① | [A1500+ ;K205-] - BITON - UKBON - KILOB - OREKO | BITON MNM 4000 |
| PIMEP 2F 5.0% to BITON 119.100 ① | [A1500+ ;K205-] - BITON - UKBON - KILOB - PIMEP | BITON MNM 4000 |

① Bank angle 15°

Changes: Speed RESTR, Altitudes

10-NOV-2016

BKI-WBKK

5-20

RNAV SIDs RWY 02 (left turn)

SUKUS 1F / TUSVU 1F

RWY 02 (022°)

After take-off, contact RAD

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

| DESIGNATOR | ROUTING | ALTITUDES |
|---|---|---|
| | Runway 02 | |
| SUKUS 1F 5.0% to BITON 119.100 ① | [A1500+ ;K205-] - BITON - UKBON - KILOB - SUKUS | BITON MNM 4000 |
| TUSVU 1F 5.0% to 7000 119.100 ① | [A1500+ ;K205-] - BITON - VJN - TOMEL - TUSVU | BITON MNM 4000 VJN MNM 7000 TOMEL MNM 9000 TUSVU MNM 11000 |

① Bank angle 15°

Changes: Speed RESTR, Altitudes

10-NOV-2016

BKI-WBKK

5-30

RNAV SIDs RWY 02 (right/left turn)

ANLOD 2G / ELADO 2G / ENBAX 1F / KABDU 1F / MAKSU 2G / TUSVU 1G / VETAG 1F
RWY 02 (022°)

After take-off, contact RAD

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

| DESIGNATOR | ROUTING | ALTITUDES |
|---|---------------------------------------|--|
| | Runway 02 | |
| ANLOD 2G 5.0% to 10000 119.100 ① | LEPNA [K205-] - KIGIS - TIBNI - ANLOD | LEPNA MNM 4600 KIGIS MNM 7000 TIBNI MNM 10000 ANLOD MNM FL170 |
| ELADO 2G 5.0% to 7000 119.100 ① | LEPNA [K205-] - KIGIS - EKIGO - ELADO | LEPNA MNM 4600 KIGIS MNM 7000 |
| ENBAX 1F 5.0% to 11000 119.100 ① | LEPNA [K205-] - ENBAX | LEPNA MNM 4600 |
| KABDU 1F 5.0% to 11000 119.100 ① | LEPNA [K205-] - AKNIR - KABDU | LEPNA MNM 4600 AKNIR MNM 11000 |
| MAKSU 2G 5.0% to 10000 119.100 ① | LEPNA [K205-] - KIGIS - TIBNI - MAKSU | LEPNA MNM 4600 KIGIS MNM 7000 TIBNI MNM 10000 MAKSU MNM 11000 |
| TUSVU 1G 5.0% to 10000 119.100 ① | LEPNA [K205-] - KIGIS - TIBNI - TUSVU | LEPNA MNM 4600 KIGIS MNM 7000 TIBNI MNM 10000 TUSVU MNM 11000 |
| VETAG 1F 5.0% to FL140 119.100 ① | LEPNA [K205-] - AKNIR - VETAG | LEPNA MNM 4600 AKNIR MNM 9000 |

① Bank angle 15°

Changes: Altitudes, Speed RESTR

10-NOV-2016

BKI-WBKK

5-40

RNAV SIDs RWY 20 (left turn)

ANLOD 2H / ELADO 2H / ENBAX 1H / KABDU 1H / MAKSU 2H / TUSVU 1H / VETAG 1H
RWY 20 (202°)

After take-off, contact RAD

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

| DESIGNATOR | ROUTING | ALTITUDES |
|--|---|--|
| | Runway 20 | |
| ANLOD 2H 5.0% to 7000 119.100 ① | DAGIR [K205-] - UPKEX - AROKI - ANLOD | UPKEX MNM 4500 AROKI MNM 7000 ANLOD MNM FL170 |
| ELADO 2H 5.0% to 7000 119.100 ① | DAGIR [K205-] - UPKEX - ELADO | UPKEX MNM 4500 |
| ENBAX 1H 5.0% to 7000 119.100 ① | [A3000+ ;K205-] - AKSAP - SATKO - ENBAX | AKSAP MNM 6000 SATKO MNM 7000 |
| KABDU 1H 5.0% to 7000 119.100 ① | [A3000+ ;K205-] - AKSAP - SATKO - ELBAR - KABDU | AKSAP MNM 6000 SATKO MNM 7000 ELBAR MNM 9000 |
| MAKSU 2H 5.0% to 7000 119.100 ① | DAGIR [K205-] - UPKEX - AROKI - MAKSU | UPKEX MNM 4500 AROKI MNM 7000 MAKSU MNM 11000 |
| TUSVU 1H 5.0% to 7000 119.100 ① | DAGIR [K205-] - UPKEX - AROKI - TUSVU | UPKEX MNM 4500 AROKI MNM 7000 TUSVU MNM 11000 |
| VETAG 1H 5.0% to 7000 119.100 ① | [A3000+ ;K205-] - AKSAP - SATKO - ELBAR - VETAG | AKSAP MNM 6000 SATKO MNM 7000 ELBAR MNM 9000 |

① Bank angle 15°.

Changes: Altitudes, Speed RESTR

10-NOV-2016

BKI-WBKK

5-50

RNAV SIDs RWY 20 (right turn)

ADLEX 1G / ANLOD 2L / DULIM 2G / EGENU 2G / ENBAX 1G / KABDU 1G / MAKSU 2L / OREKO 1G

RWY 20 (202°)

After take-off, contact RAD

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

| DESIGNATOR | ROUTING | ALTITUDES |
|--|---|---|
| | Runway 20 | |
| ADLEX 1G 5.0% to 5000 119.100 ① | DAGIR [K205-] - APEBU - ADLEX | |
| ANLOD 2L 5.0% to 6500 119.100 ① | DAGIR [K205-] - POLEB - PEDSI - SATKO - ANLOD | POLEB MNM 4000 PEDSI MNM 6500 SATKO MNM 9000 ANLOD MNM FL170 |
| DULIM 2G 5.0% to 5000 119.100 ① | DAGIR [K205-] - UGUKI - DULIM | |
| EGENU 2G 5.0% to 5000 119.100 ① | DAGIR [K205-] - APEBU - EGENU | |
| ENBAX 1G 5.0% to 6500 119.100 ① | DAGIR [K205-] - POLEB - ENBAX | POLEB MNM 4000 |
| KABDU 1G 5.0% to 6500 119.100 ① | DAGIR [K205-] - POLEB - PEDSI - EMTEN - KABDU | POLEB MNM 4000 PEDSI MNM 6500 EMTEN MNM 9000 |
| MAKSU 2L 5.0% to 6500 119.100 ① | DAGIR [K205-] - POLEB - PEDSI - SATKO - MAKSU | POLEB MNM 4000 PEDSI MNM 6500 SATKO MNM 9000 MAKSU MNM 11000 |
| OREKO 1G 5.0% to 5000 119.100 ① | DAGIR [K205-] - UGUKI - OREKO | |

① Bank angle 15°.

Changes: Altitudes, Speed RESTR, PROC renamed

10-NOV-2016

BKI-WBKK

5-60

RNAV SIDs RWY 20 (right turn)

PIMEP 2G / SUKUS 1G / TUSVU 1L / VETAG 1G

RWY 20 (202°)

After take-off, contact RAD

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

| DESIGNATOR | ROUTING | ALTITUDES |
|--|---|---|
| | Runway 20 | |
| PIMEP 2G 5.0% to 5000 119.100 ① | DAGIR [K205-] - UGUKI - PIMEP | |
| SUKUS 1G 5.0% to 5000 119.100 ① | DAGIR [K205-] - UGUKI - SUKUS | |
| TUSVU 1L 5.0% to 6500 119.100 ① | DAGIR [K205-] - POLEB - PEDSI - SATKO - TUSVU | POLEB MNM 4000 PEDSI MNM 6500 SATKO MNM 9000 TUSVU MNM 11000 |
| VETAG 1G 5.0% to 6500 119.100 ① | DAGIR [K205-] - POLEB - PEDSI - EMTEN - VETAG | POLEB MNM 4000 PEDSI MNM 6500 EMTEN MNM 9000 |

① Bank angle 15°.

Changes: Altitudes, Speed RESTR, PROC renamed

10-NOV-2016

BKI-WBKK

5-70

SIDs RWY 02 (North/East)

ANLOD 2J / ENBAX 1J / KABDU 1J / MAKSU 2J / RUMEG 2J / TUSVU 1J
RWY 02 (022°)

After take-off, contact RAD

| | | | | | | | |
|------|--------|-----|-----|------|------|------|------|
| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
| 5.0% | ft/MIN | 700 | 800 | 1000 | 1100 | 1300 | 1400 |
| 5.5% | ft/MIN | 700 | 900 | 1100 | 1200 | 1400 | 1600 |

| DESIGNATOR | ROUTING | ALTITUDES |
|--|---|---|
| | Runway 02 | |
| ANLOD 2J 5.5% to D9 VJN 5.0% to 4000 119.100 ① | at D9 VJN LT 283° - crossing R348 VJN LT 195° - intercept R320 VJN to VJN - R090 VJN to ANLOD | crossing R348 VJN MNM 4000 R090/D10 VJN MNM 9000 ANLOD MNM FL170 |
| ENBAX 1J 5.5% to D9 VJN 119.100 ① | at D9 VJN LT 349° - intercept R004 VJN to ENBAX | |
| KABDU 1J 5.5% to D35 VJN 119.100 ① | at D9 VJN RT 060° - intercept R038 VJN to KABDU | R038/D35 VJN MNM 9000 |
| MAKSU 2J 5.5% to D9 VJN 5.0% to 4000 119.100 ① | at D9 VJN LT 283° - crossing R348 VJN LT 195° - intercept R320 VJN to VJN - R127 VJN to MAKSU | crossing R348 VJN MNM 4000 R127/D10 VJN MNM 9000 |
| RUMEG 2J 5.5% to D35 VJN 119.100 ① | at D9 VJN RT 060° - intercept R035 VJN to RUMEG | R035/D35 VJN MNM 9000 |
| TUSVU 1J 5.5% to D9 VJN 5.0% to 4000 119.100 ① | at D9 VJN LT 283° - crossing R348 VJN LT 195° - intercept R320 VJN to VJN - R110 VJN to TUSVU | crossing R348 VJN MNM 4000 R110/D10 VJN MNM 9000 |

① Bank angle 15°

Changes: Altitudes

10-NOV-2016

BK1-WBKK

5-80

SIDs RWY 02 (West/South)

ADLEX 1J / DULIM 2J / EGENU 2J / ELADO 2J / OREKO 1J / PIMEP 2J / SUKUS 1J
RWY 02 (022°)

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

| DESIGNATOR | ROUTING | ALTITUDES |
|--|---|---------------------------------------|
| | Runway 02 | |
| ADLEX 1J 5.0% to R348 VJN 119.100 ① | at D9 VJN LT 283° - crossing R348 VJN LT 225° - intercept R272 VJN to ADLEX | R348 VJN MNM 4000 |
| DULIM 2J 5.0% to R348 VJN 119.100 ① | at D9 VJN LT 283° - crossing R348 VJN LT 195° - intercept R228 VJN to DULIM | R348 VJN MNM 4000 R272 VJN at 7000 |
| EGENU 2J 5.0% to R348 VJN 119.100 ① | at D9 VJN LT 283° - crossing R348 VJN LT 225° - intercept R257 VJN to EGENU | R348 VJN MNM 4000 |
| ELADO 2J 5.0% to R348 VJN 119.100 ① | at D9 VJN LT 283° - crossing R348 VJN LT 195° - crossing R272 VJN LT - intercept R188 VJN to ELADO | R348 VJN MNM 4000 R272 VJN at 7000 |
| OREKO 1J 5.0% to R348 VJN 119.100 ① | at D9 VJN LT 283° - crossing R348 VJN LT 195° - intercept R223 VJN to OREKO | R348 VJN MNM 4000 R272 VJN at 7000 |
| PIMEP 2J 5.0% to R348 VJN 119.100 ① | at D9 VJN LT 283° - crossing R348 VJN LT 195° - intercept R218 VJN to PIMEP | R348 VJN MNM 4000 R272 VJN at 7000 |
| SUKUS 1J 5.0% to R348 VJN 119.100 ① | at D9 VJN LT 283° - crossing R348 VJN LT 195° - intercept R232 VJN to SUKUS | R348 VJN MNM 4000 R272 VJN at 7000 |

① Bank angle 15°

Changes: Reprint

10-NOV-2016

BK1-WBKK

5-90

SIDs RWY 20 (North/East)

ANLOD 2K / ENBAX 1K / KABDU 1K / MAKSU 2K / RUMEG 2K / TUSVU 1K
RWY 20 (202°)

After take-off, contact RAD

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

| DESIGNATOR | ROUTING | ALTITUDES |
|---|---|--|
| | Runway 20 | |
| ANLOD 2K 5.0% to D10 VJN 119.100 ① | at D6 VJN RT 360° - crossing R250 VJN RT to VJN - R090 VJN to ANLOD | crossing R250 VJN MNM 5500 R090/D10 VJN MNM 9000 ANLOD MNM F170 |
| ENBAX 1K 5.0% to 11000 119.100 ① | at D6 VJN RT 360° - crossing R250 VJN RT 044° - intercept R004 VJN to ENBAX | crossing R250 VJN MNM 5500 |
| KABDU 1K 5.0% to D35 VJN 119.100 ① | at D6 VJN RT 360° - crossing R250 VJN RT 057° - intercept R038 VJN to KABDU | crossing R250 VJN MNM 5500 R038/D35 VJN MNM 9000 |
| MAKSU 2K 5.0% to D10 VJN 119.100 ① | at D6 VJN RT 360° - crossing R250 VJN RT to VJN - R127 VJN to MAKSU | crossing R250 VJN MNM 5500 R127/D10 VJN MNM 9000 |
| RUMEG 2K 5.0% to D35 VJN 119.100 ① | at D6 VJN RT 360° - crossing R250 VJN RT 057° - intercept R035 VJN to RUMEG | crossing R250 VJN MNM 5500 R035/D35 VJN MNM 9000 |
| TUSVU 1K 5.0% to D10 VJN 119.100 ① | at D6 VJN RT 360° - crossing R250 VJN RT to VJN - R110 VJN to TUSVU | crossing R250 VJN MNM 5500 R110/D10 VJN MNM 9000 |

① Bank angle 15°

Changes: Altitudes

10-NOV-2016

BKI-WBKK

5-100

SIDs RWY 20 (West/South)

ADLEX 1K / DULIM 2K / EGENU 2K / ELADO 2K / OREKO 1K / PIMEP 2K / SUKUS 1K
RWY 20 (202°)

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

| DESIGNATOR | ROUTING | ALTITUDES |
|--|---|-------------------------|
| | Runway 20 | |
| ADLEX 1K 5.0% to 4500 119.100 ① | at D6 VJN RT 315° - intercept R272 VJN to ADLEX | D14 VJN MNM 4500 |
| DULIM 2K 5.0% to 4500 119.100 ① | at D6 VJN RT 254° - intercept R228 VJN to DULIM | D14 VJN MNM 4500 |
| EGENU 2K 5.0% to 4500 119.100 ① | at D6 VJN RT 298° - intercept R257 VJN to EGENU | D14 VJN MNM 4500 |
| ELADO 2K 5.0% to 4500 119.100 ① | at D6 VJN LT 158° - intercept R188 VJN to ELADO | D14 VJN MNM 4500 |
| OREKO 1K 5.0% to 4500 119.100 ① | at D6 VJN RT 254° - intercept R223 VJN to OREKO | D14 VJN MNM 4500 |
| PIMEP 2K 5.0% to 4500 119.100 ① | at D6 VJN RT 254° - intercept R218 VJN to PIMEP | D14 VJN MNM 4500 |
| SUKUS 1K 5.0% to 4500 119.100 ① | at D6 VJN RT 254° - intercept R232 VJN to SUKUS | D14 VJN MNM 4500 |

① Bank angle 15°

Changes: Reprint

RADAR 2

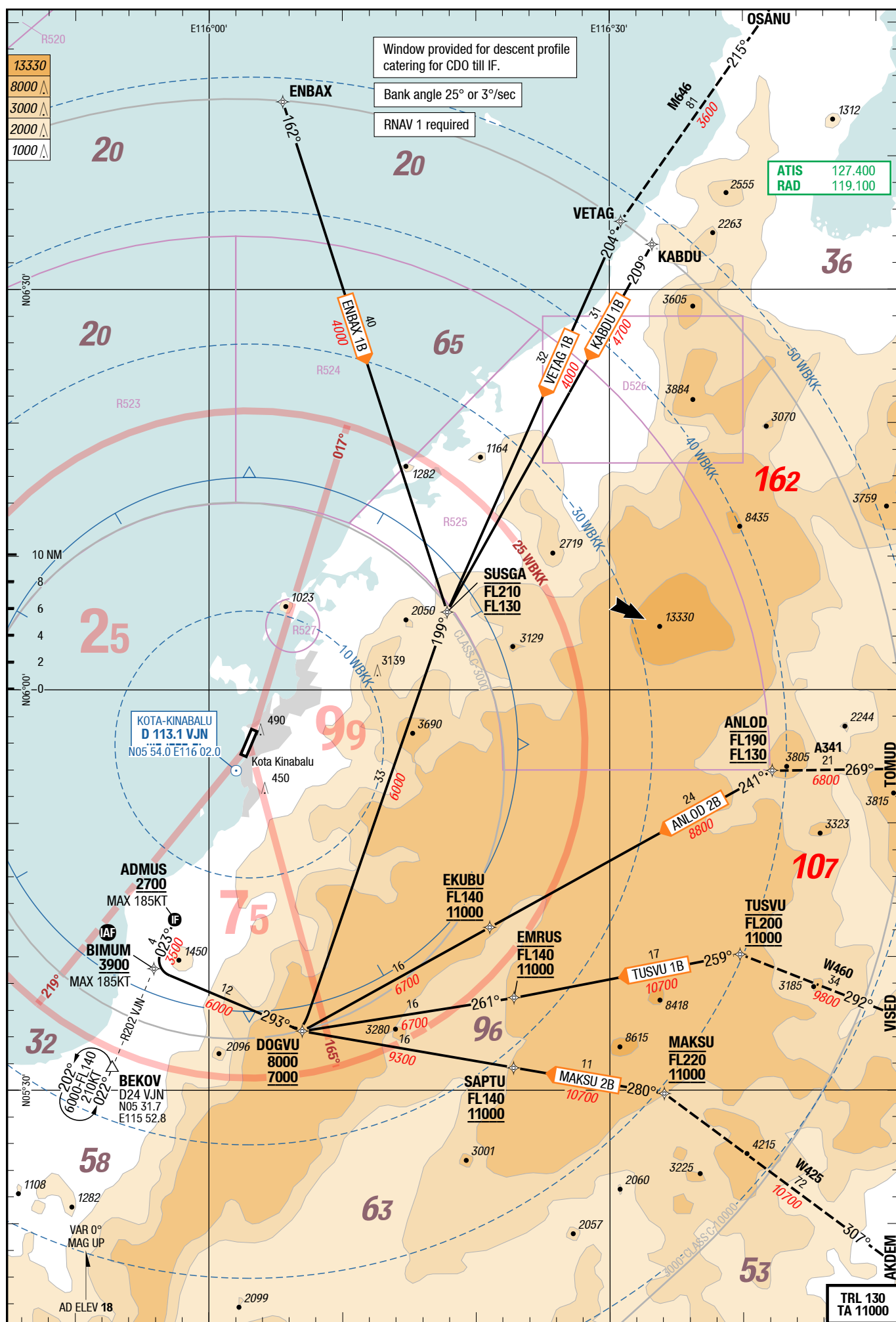
RWYs 02 (022°) / 20 (202°)

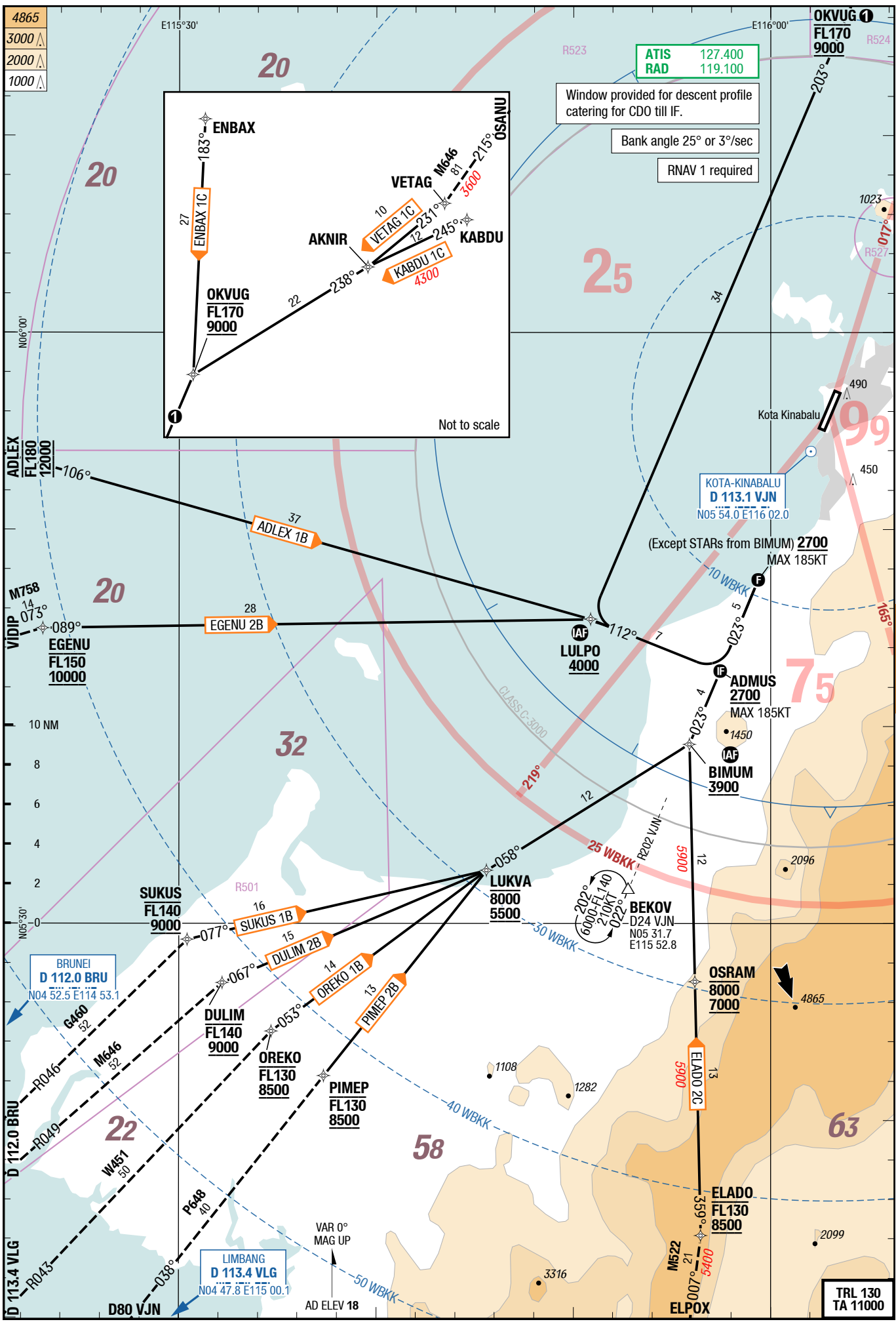
After take-off, contact RAD.

| DESIGNATOR | ROUTING | ALTITUDES |
|--|--|-----------|
| | Runway 02 | |
| RADAR 2 119.100 ①② | 022° - at MNM 2000 turn to assigned HDG | |
| | Runway 20 | |
| RADAR 2 119.100 ①② | 202° - at MNM 800 turn to assigned HDG | |

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

② On first contact with RAD advise direction of turn, assigned HDG and level passing to nearest 100ft assigned level.



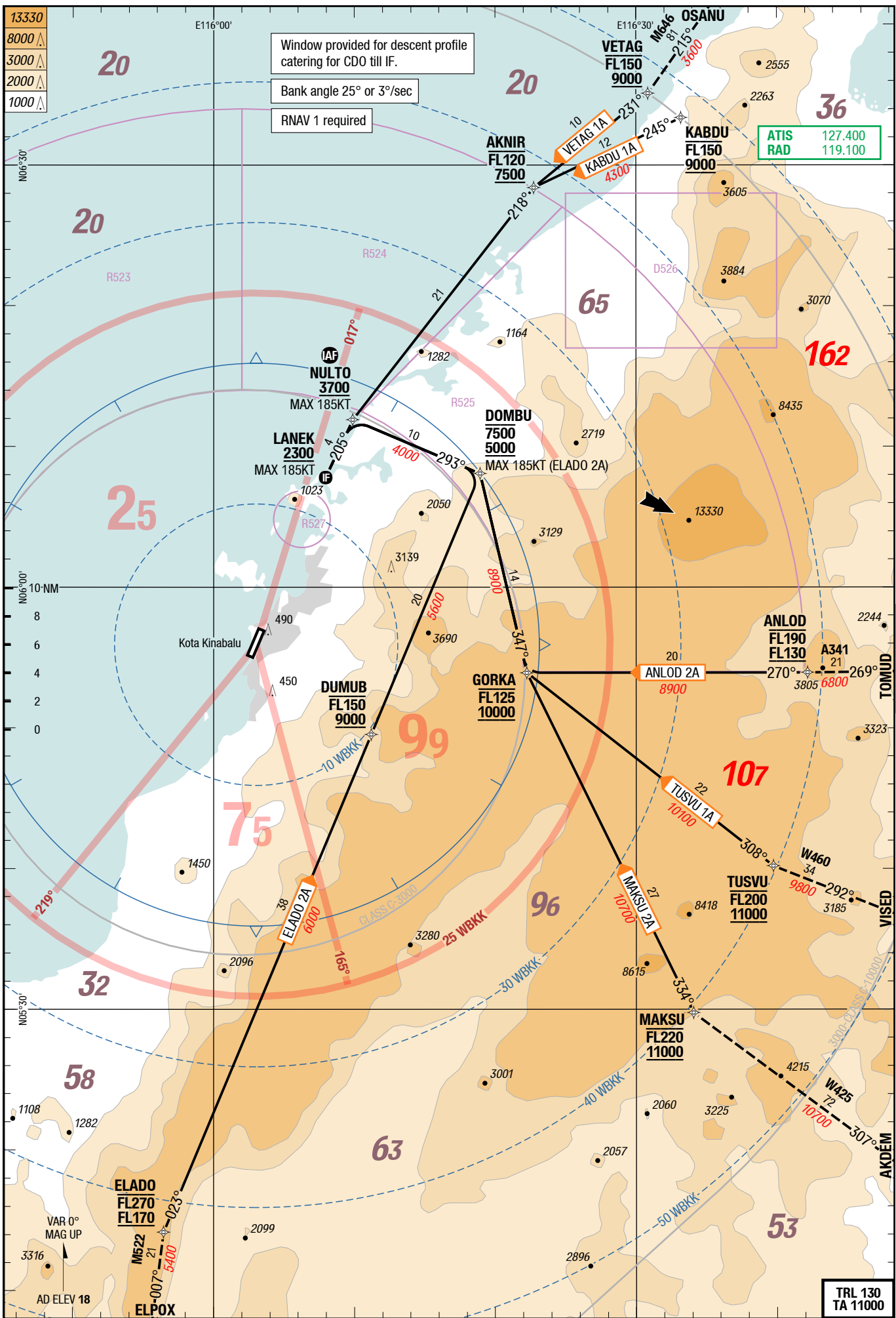


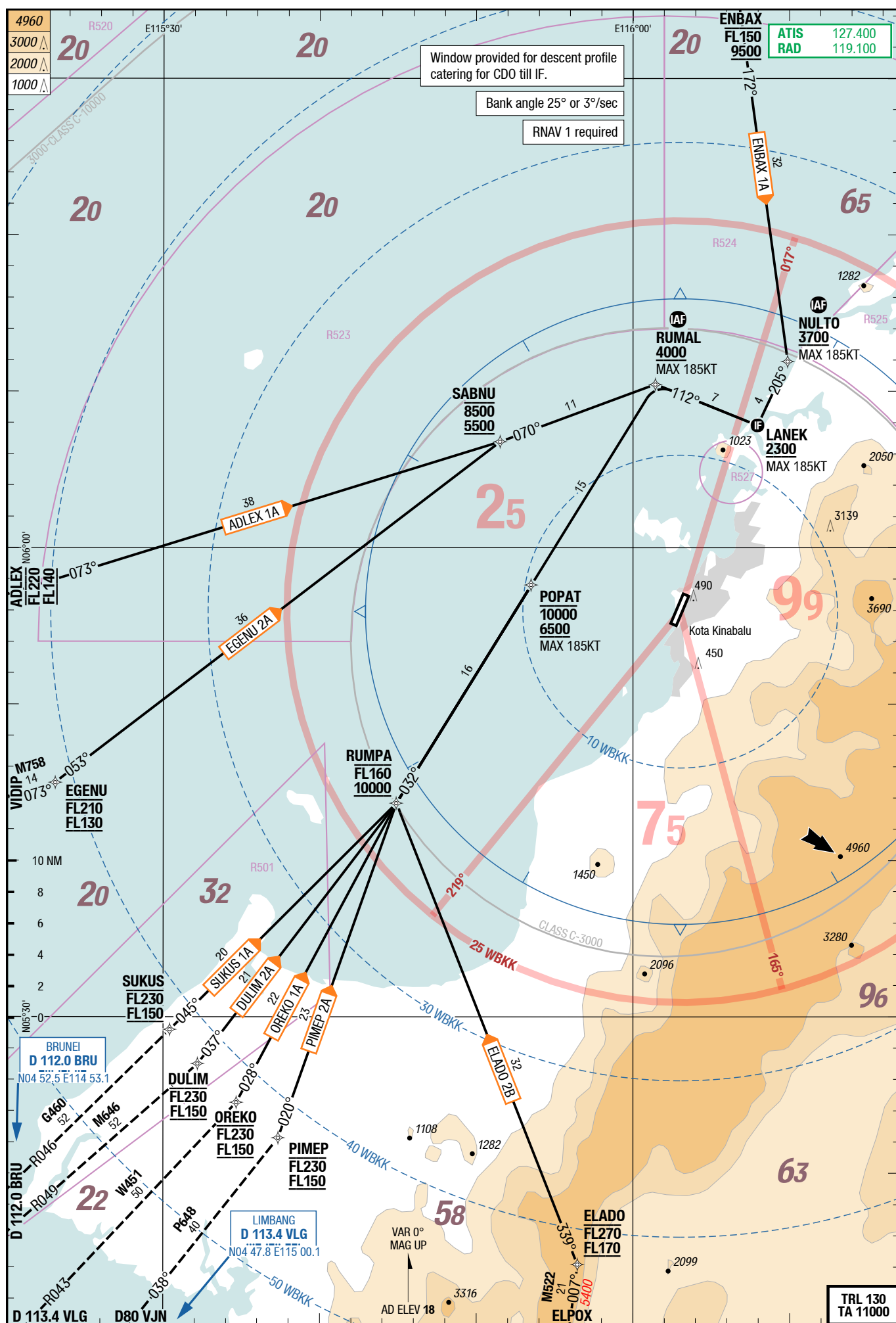
10-NOV-2016
BKI-WBKK

Malaysia Kota Kinabalu
RNAV STARS RWY 20 (West)
6-30 RNAV STARS RWY 20 (East)

STAR
STAR

Kota Kinabalu Malaysia
RNAV STARS RWY 20 (West)
RNAV STARS RWY 20 (East)





26-JAN-2017

BKI-WBKK

Malaysia Kota Kinabalu

STARs RWY 02 (South/West)

6-50

STARs RWY 02 (North/East)

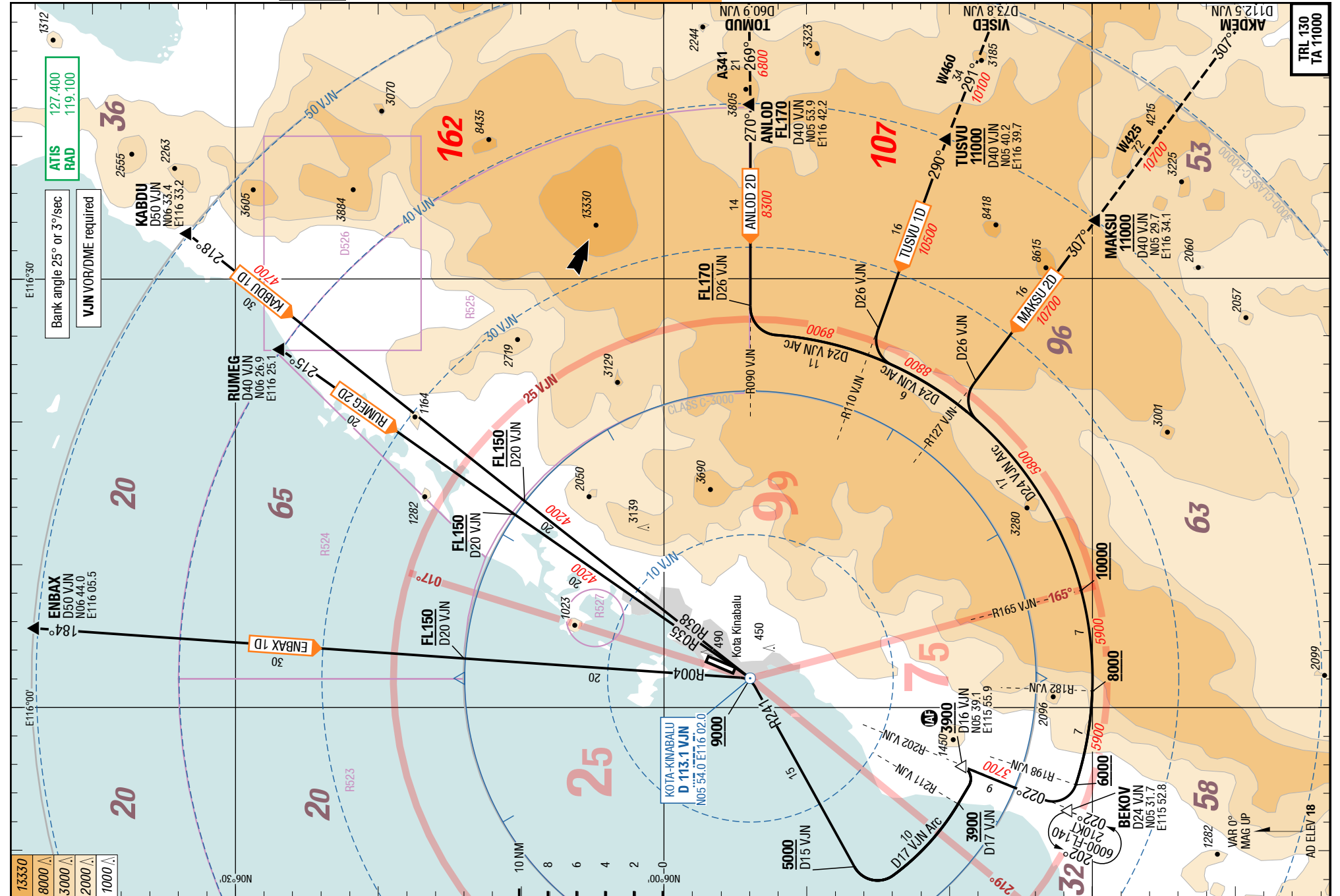
STAR

STAR

Kota Kinabalu Malaysia

STARs RWY 02 (South/West)

STARs RWY 02 (North/East)



Changes: Nil

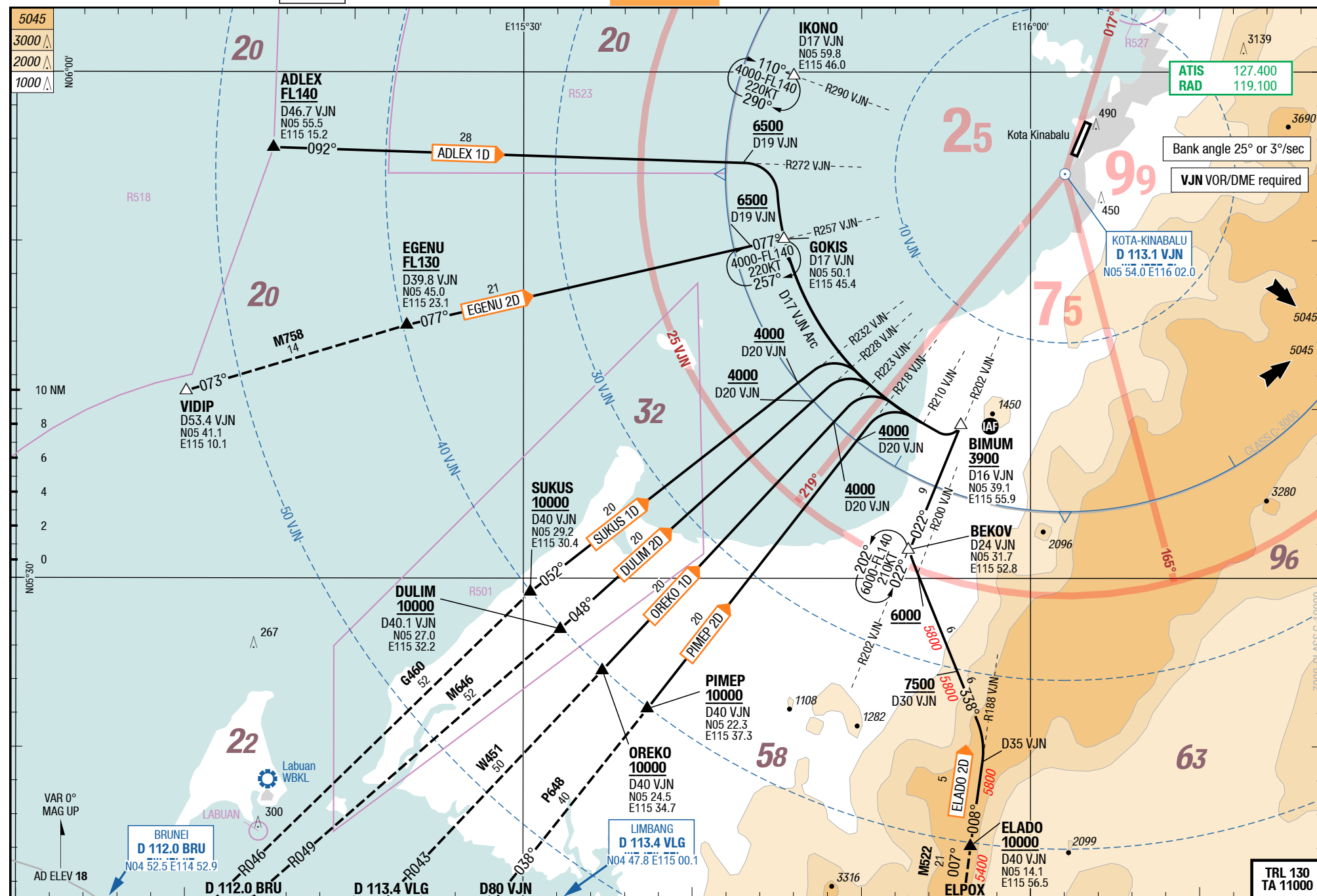
BKI-WBKK

STARs RWY 02 (South/West)

STAR

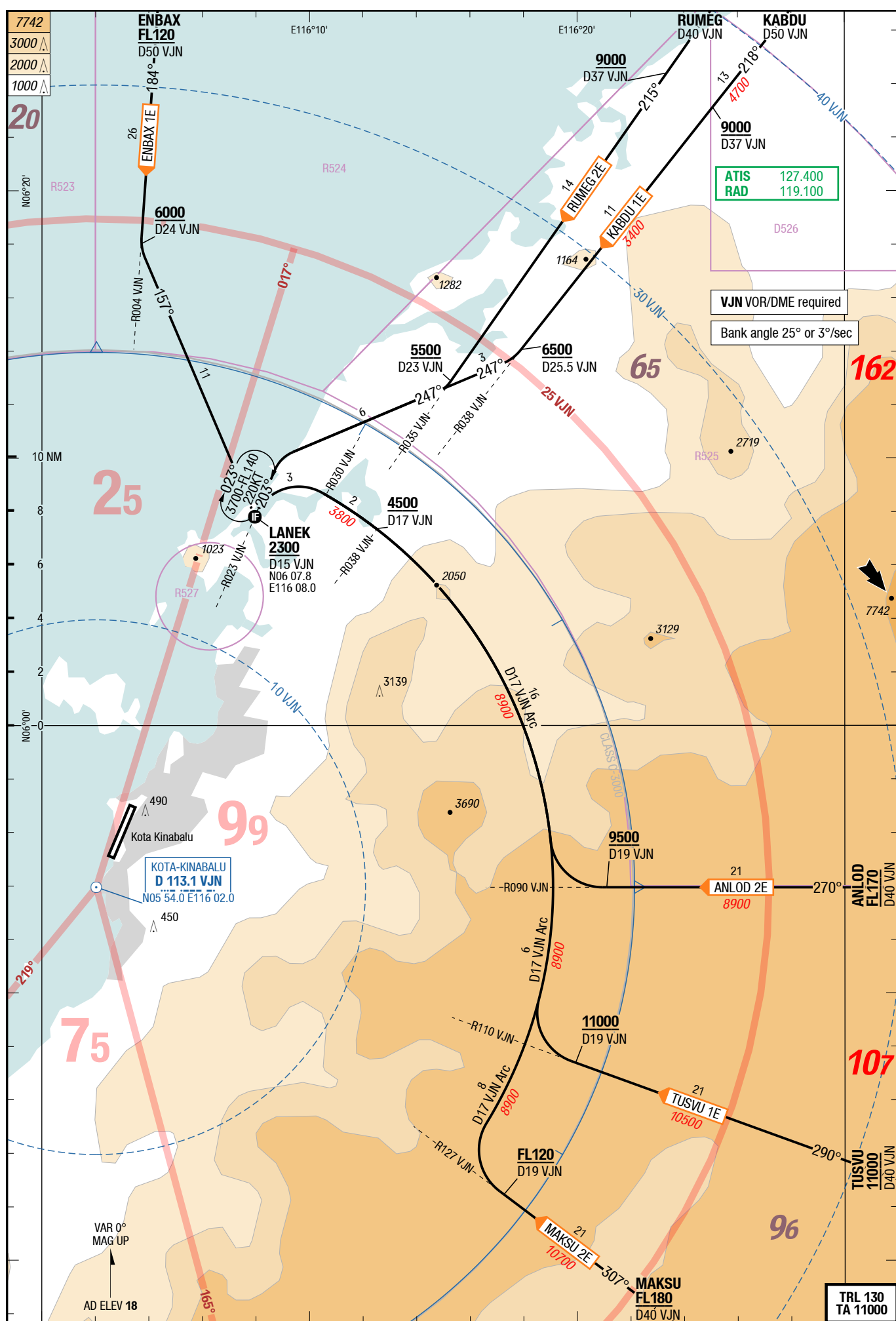
STAR

STARs RWY 02 (South/West)



Changes: MSA, OBST, TOPO

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26-JAN-2017

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Malaysia Kota Kinabalu

6-80

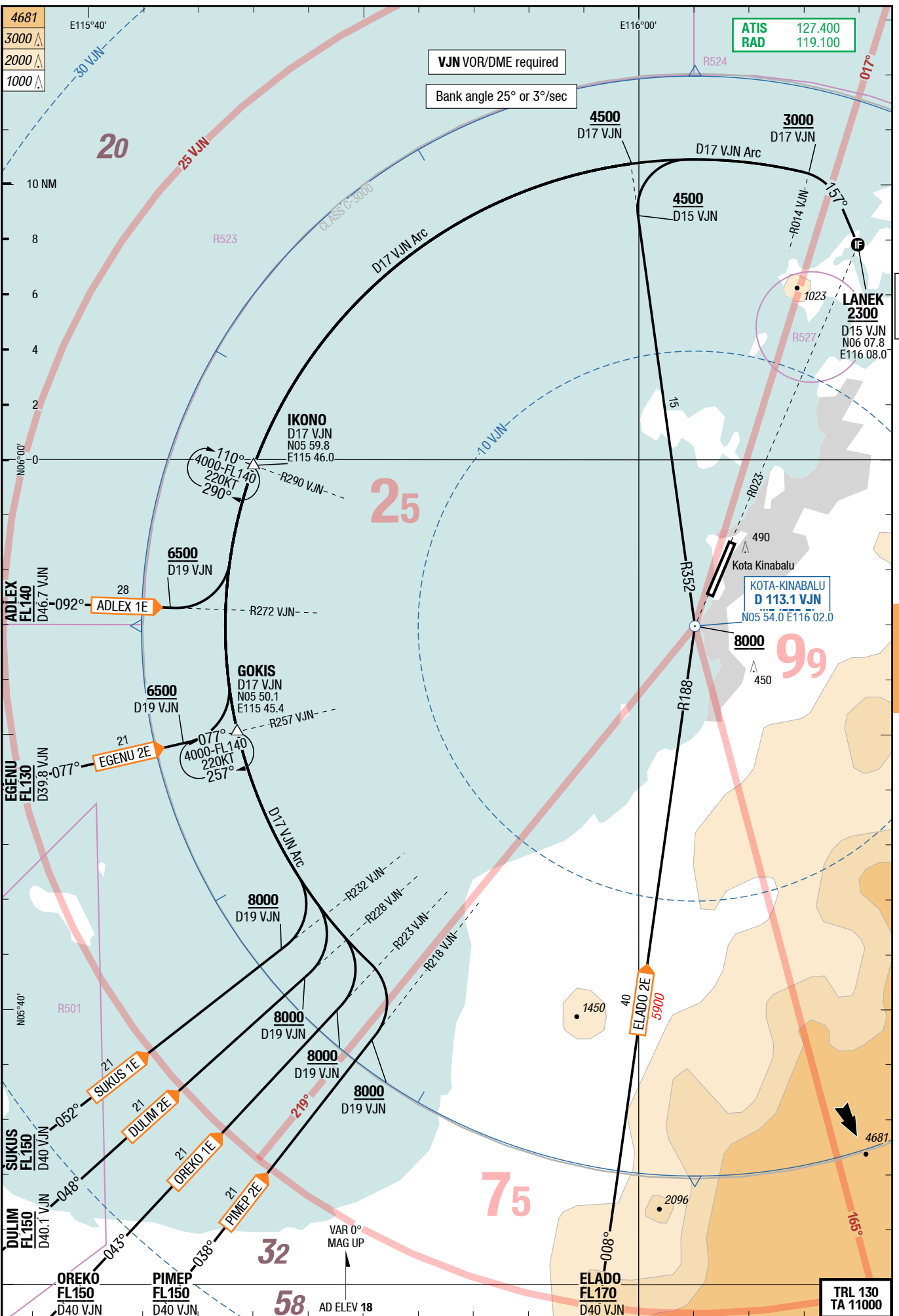
STARS RWY 20 (South/West)

STAR

STAR

Kota Kinabalu Malaysia

STARS RWY 20 (South/West)



Changes: OBST, MOCA, TOPO

ILS Z or LOC Z 02



02 HL-P1 3780 x 45 3.0° 60 HL 30 HL 3.0° THR 14 (1hPa) / TDZ 14 (---%) 0.0%



| | | | |
|-----------|------|------|------|
| GS | 120 | 140 | 160 |
| D8.4 IKKP | 640 | 750 | 850 |
| -MAPt | 3:38 | 3:07 | 2:43 |

| 02 | | Cat 1 DME 1) | LOC DME 2) | | | Circling |
|----|-----------------|-------------------------|-------------------------|--|--|----------------------------|
| C | ft - m/km ft | 290 - 650 300 | 400 - 1.1 410 | | | 1290 - 3.7V 1300 |
| D | ft - m/km ft | 310 - 700 320 | 400 - 1.1 410 | | | 1590 - 4.6V 1600 |

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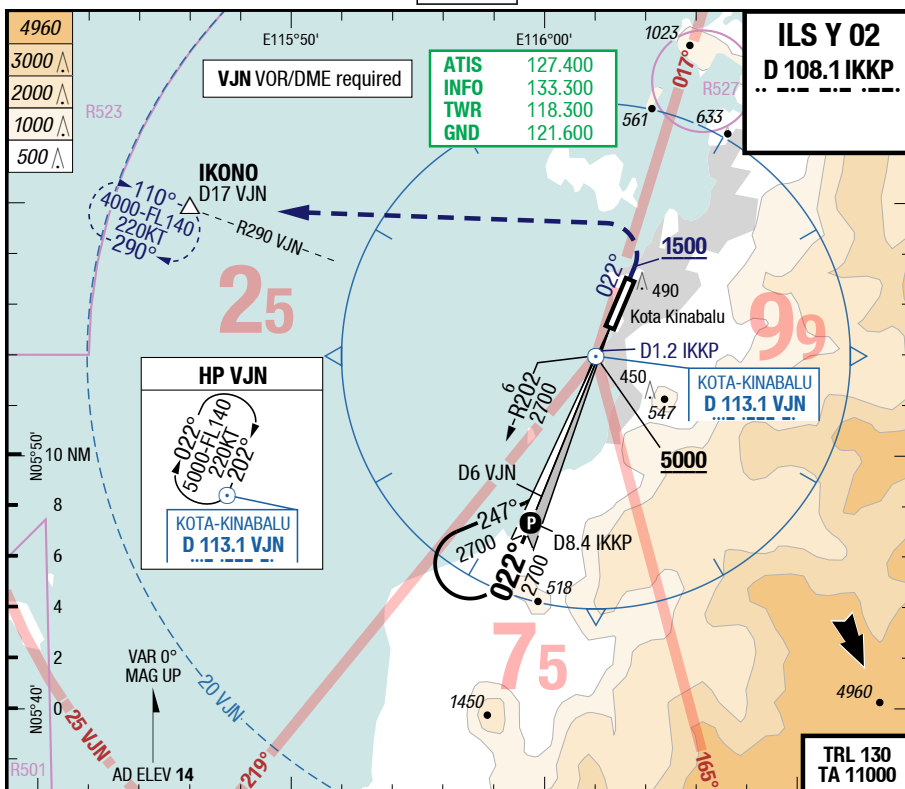
Changes: APL, MIN, AD ELEV

14-JUN-2018

BKI-WBKK

7-20

ILS Y 02



| 02 | | Cat 1 DME ¹⁾ | LOC DME ²⁾ | Circling | |
|----|-----------------|-------------------------|-----------------------|-------------|------|
| C | ft - m/km ft | 290 - 650 300 | 400 - 1.1 410 | 1290 - 3.7V | 1300 |
| D | ft - m/km ft | 310 - 700 320 | 400 - 1.1 410 | 1590 - 4.6V | 1600 |

1) With EVS 550m
2) Timing to determine MAPt NA

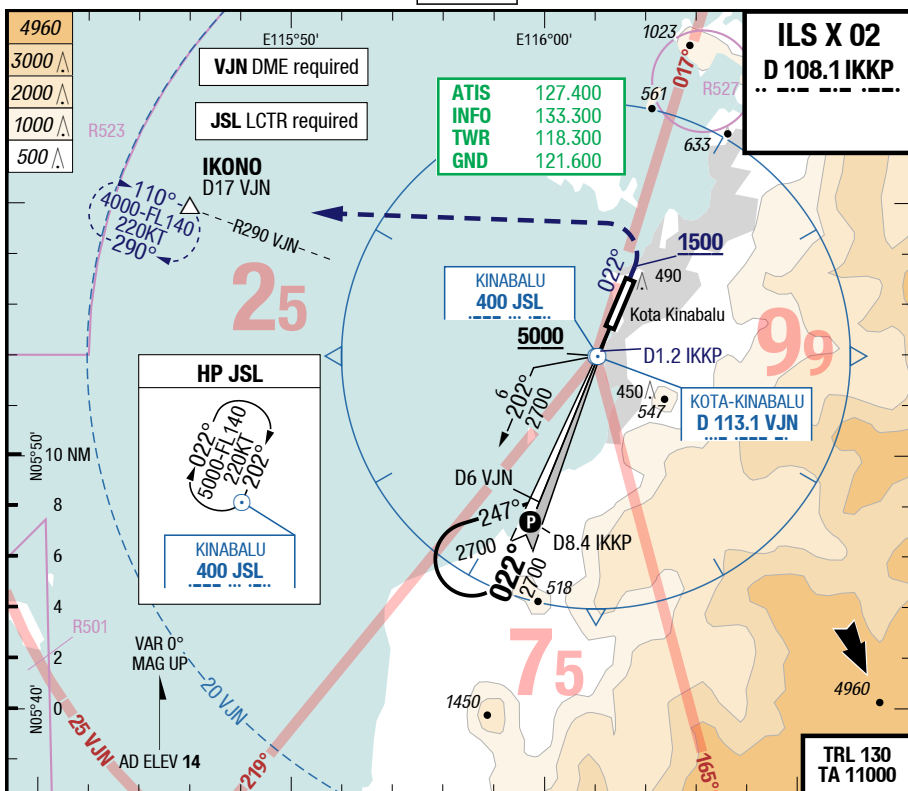
Changes: APL, MIN, OBST, AD ELEV

14-JUN-2018

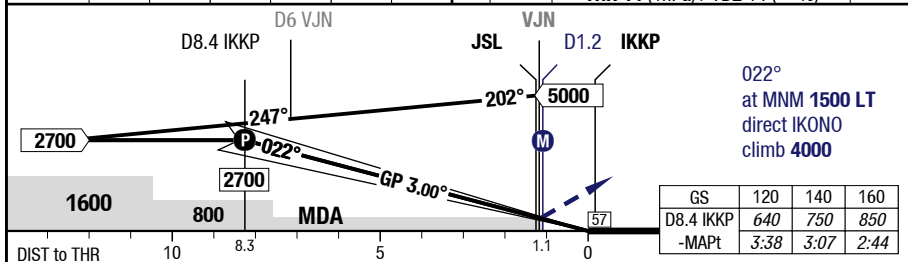
BKI-WBKK

7-30

ILS X 02



| | | | | | | | |
|---------------------|------|------|------|------|-----|-----|--|
| LOC 3.01° D IKKP | 8.4 | 6 | 5 | 4 | 3 | 2 | |
| | 2700 | 1930 | 1610 | 1290 | 970 | 650 | |



| 02 | Cat 1 DME 1) | LOC DME 2) | | | Circling |
|----|-------------------------------------|------------------|--|--|---------------------|
| C | ft - m/km ft 290 - 650 300 | 400 - 1.1 410 | | | 1290 - 3.7V 1300 |
| D | ft - m/km ft 310 - 700 320 | 400 - 1.1 410 | | | 1590 - 4.6V 1600 |

1) With EVS 550m
2) Timing to determine MAPt NA

14-JUN-2018

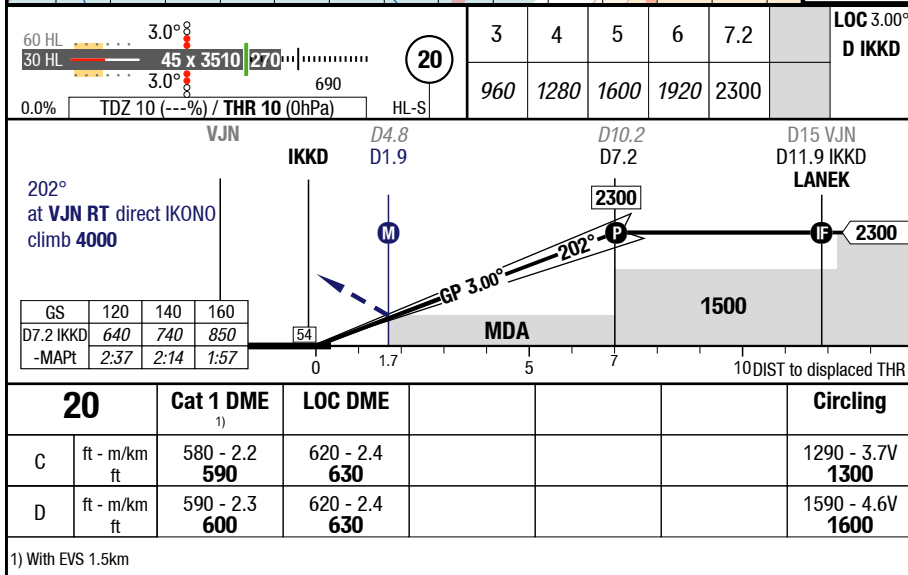
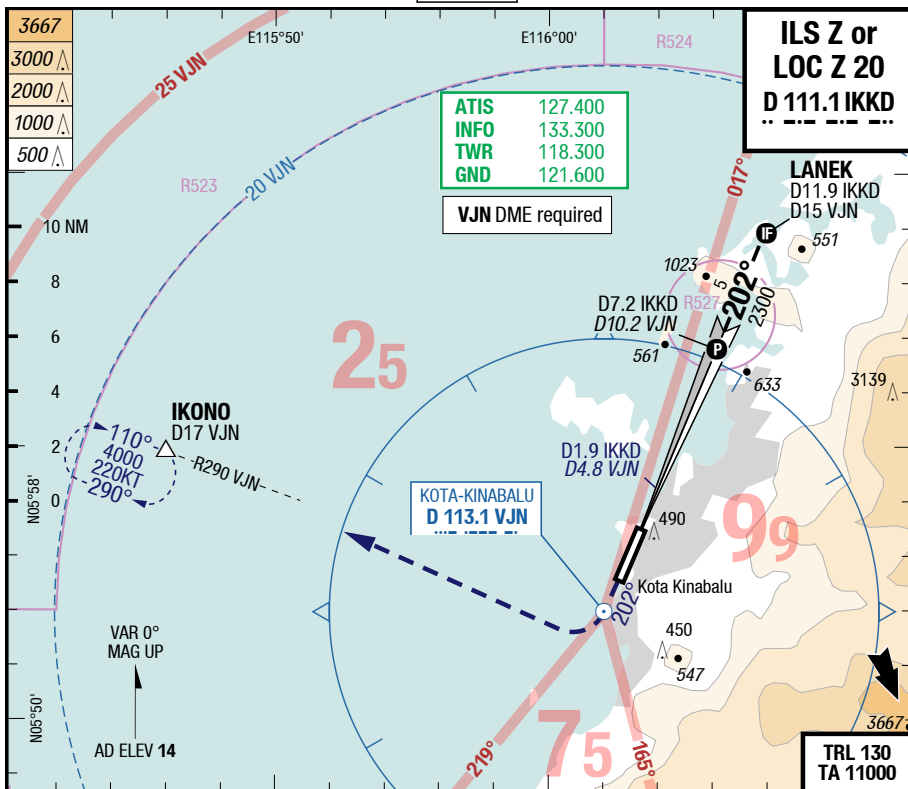
Malaysia Kota Kinabalu Kota Kinabalu Intl

IAC

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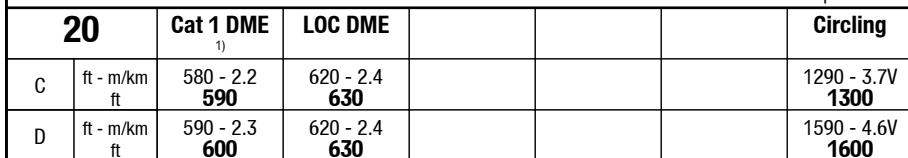
7-40

ILS Z or LOC Z 20



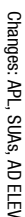
Changes: APL, AD ELEV

ILS Y or LOC Y 20

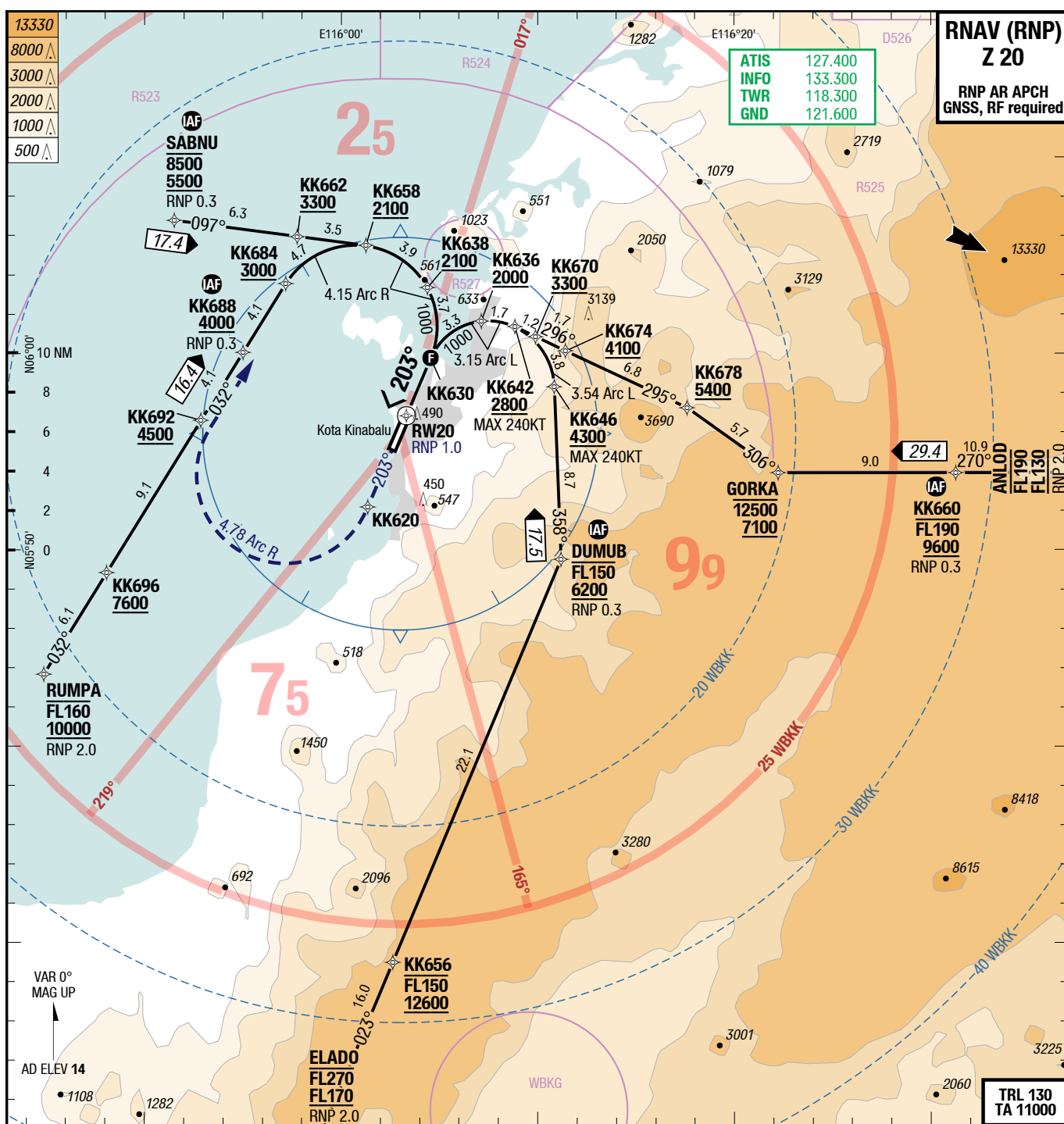


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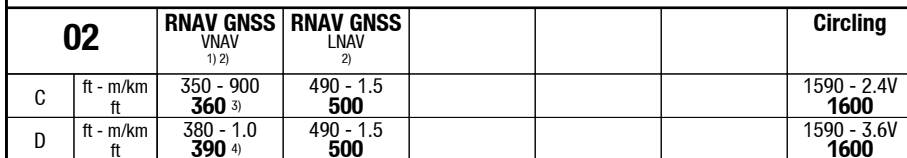
Changes: APL, AD ELEV



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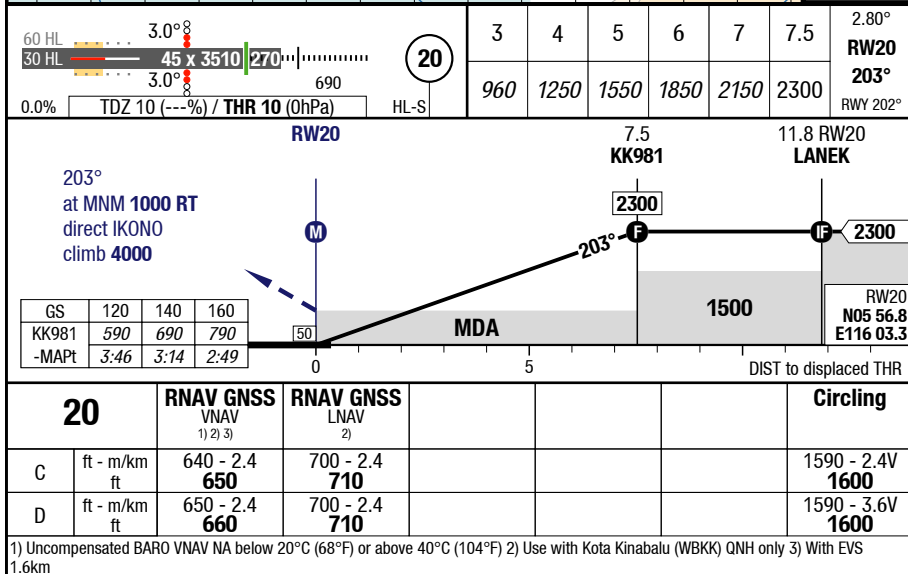
[illegible]

RNAV (GNSS) Y 02



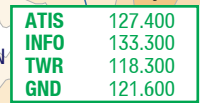
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RNAV (GNSS) Y 20



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VOR Z 02



02 3780 x 45 60 HL
83.0° 30 HL
83.0° 0.0%



| | | | |
|--------|------|------|------|
| GS | 120 | 140 | 160 |
| D7 VJN | 640 | 750 | 850 |
| -MAPt | 3:37 | 3:06 | 2:43 |

| 02 | | VOR DME 1) | | | | | Circling |
|----|-----------------|------------------|--|--|--|--|---------------------|
| C | ft - m/km ft | 400 - 1.1 410 | | | | | 1290 - 3.7V 1300 |
| D | ft - m/km ft | 400 - 1.1 410 | | | | | 1590 - 4.6V 1600 |

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Changes: APL, MIN, SUAs, AD ELEV

14-JUN-2018

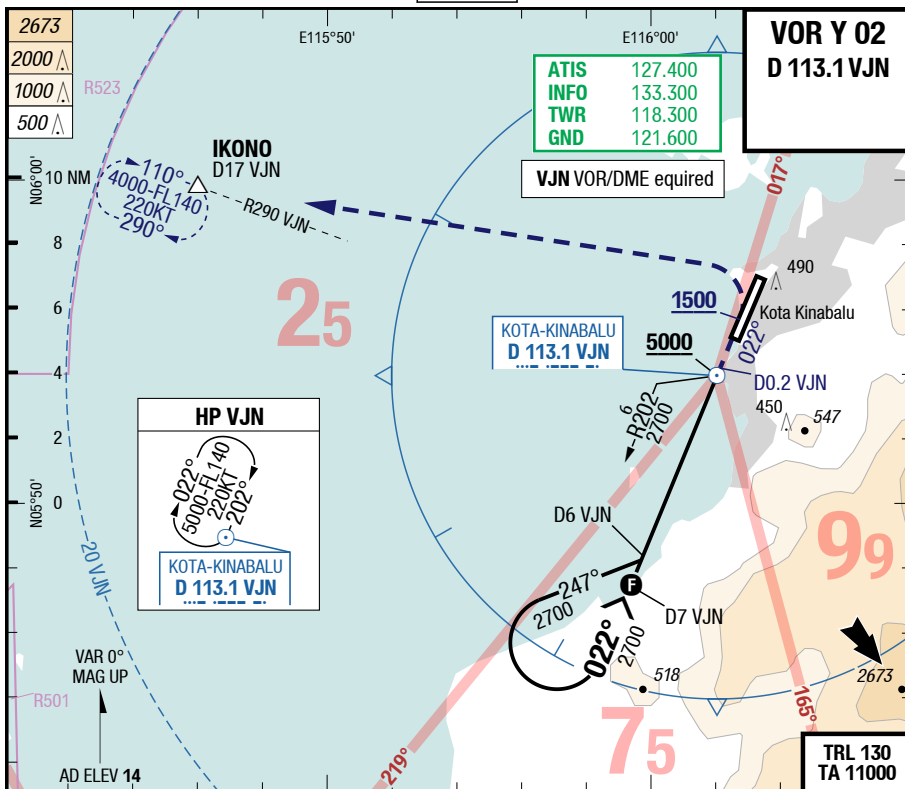
Malaysia Kota Kinabalu Kota Kinabalu Intl

IAC

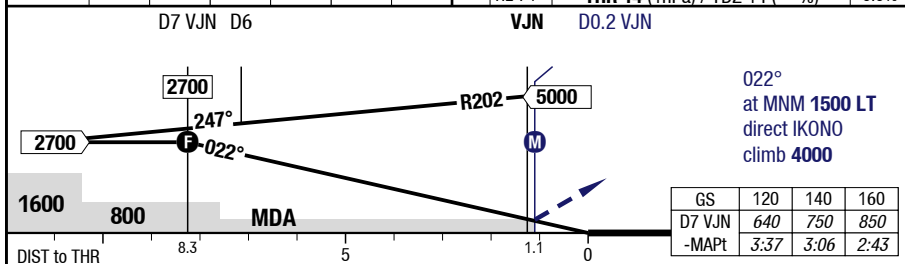
BKI-WBKK

7-120

VOR Y 02



| | | | | | | | | | | |
|-------|------|------|------|------|-----|-----|-------|-------------------------------|-------|-------|
| 3.01° | 7 | 4 | 3 | 2 | 1 | VJN | 02 | 83.0° | 60 HL | 30 HL |
| D VJN | 2700 | 1750 | 1430 | 1110 | 790 | 470 | HL-P1 | THR 14 (1hPa) / TDZ 14 (---%) | 0.0% | |



| 02 | VOR DME | | | | | Circling |
|----|-----------------|------------------|--|--|--|---------------------|
| C | ft - m/km ft | 400 - 1.1 410 | | | | 1290 - 3.7V 1300 |
| D | ft - m/km ft | 400 - 1.1 410 | | | | 1590 - 4.6V 1600 |

1) Timing to determine MAPt NA

Changes: APL, MIN, AD ELEV

14-JUN-2018

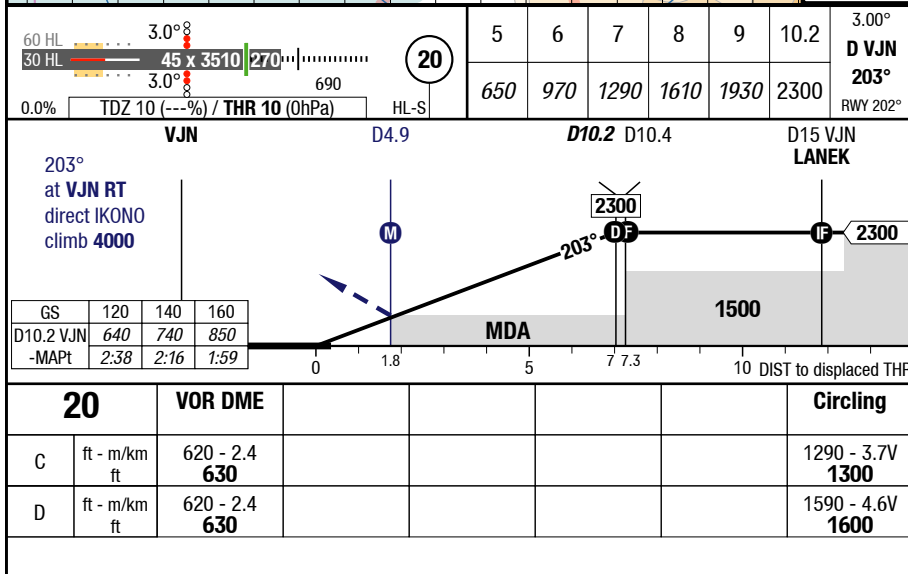
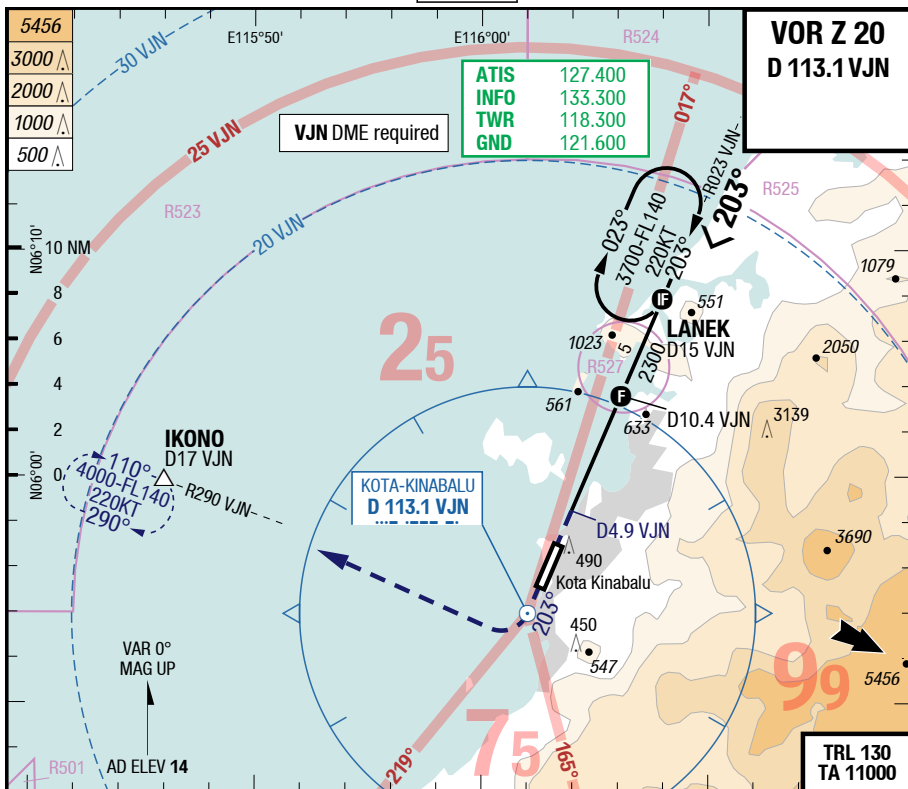
Malaysia Kota Kinabalu Kota Kinabalu Intl

IAC

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7-130

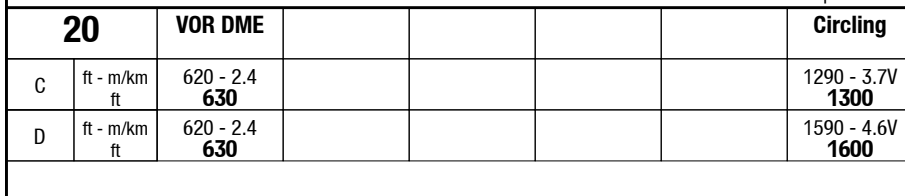
VOR Z 20



Changes: APL, AD ELEV

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VOR Y 20



14-JUN-2018

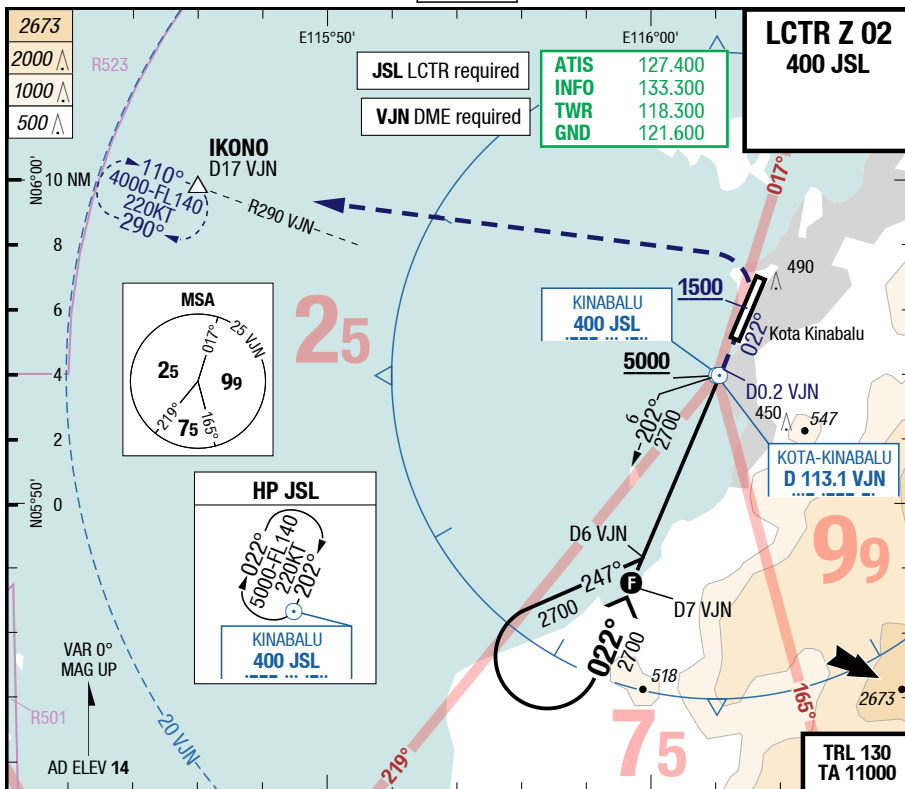
Malaysia Kota Kinabalu Kota Kinabalu Intl

IAC

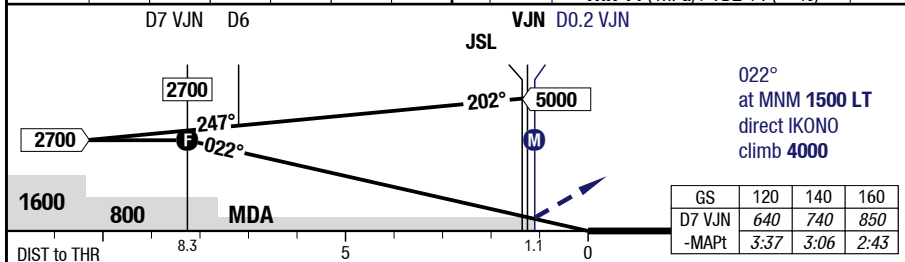
BKI-WBKK

7-150

LCTR Z 02



| | | | | | | | | | |
|----------------|------|------|------|------|-----|-----|-------|-------------------------------|-------|
| 3.00° D VJN | 7 | 4 | 3 | 2 | 1 | VJN | 02 | 83.0° | 60 HL |
| | 2700 | 1740 | 1420 | 1100 | 770 | 470 | | 3780 x 45 | 30 HL |
| | | | | | | | HL-P1 | THR 14 (1hPa) / TDZ 14 (---%) | 0.0% |

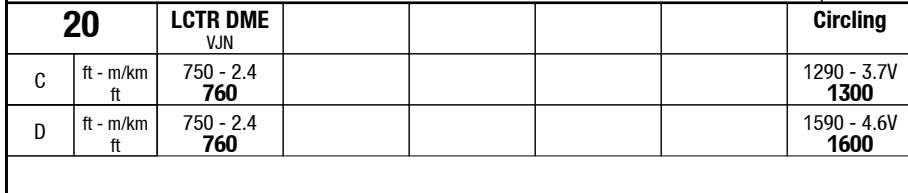


| 02 | LCTR DME VJN 1) | | | | Circling |
|----|--------------------|------------------|--|--|---------------------|
| C | ft - m/km ft | 400 - 1.1 410 | | | 1290 - 3.7V 1300 |
| D | ft - m/km ft | 400 - 1.1 410 | | | 1590 - 4.6V 1600 |

1) Timing to determine MAPt NA

Changes: APL, Navaid JSL, MIN, AD ELEV, Editorial

LCTR Z 20

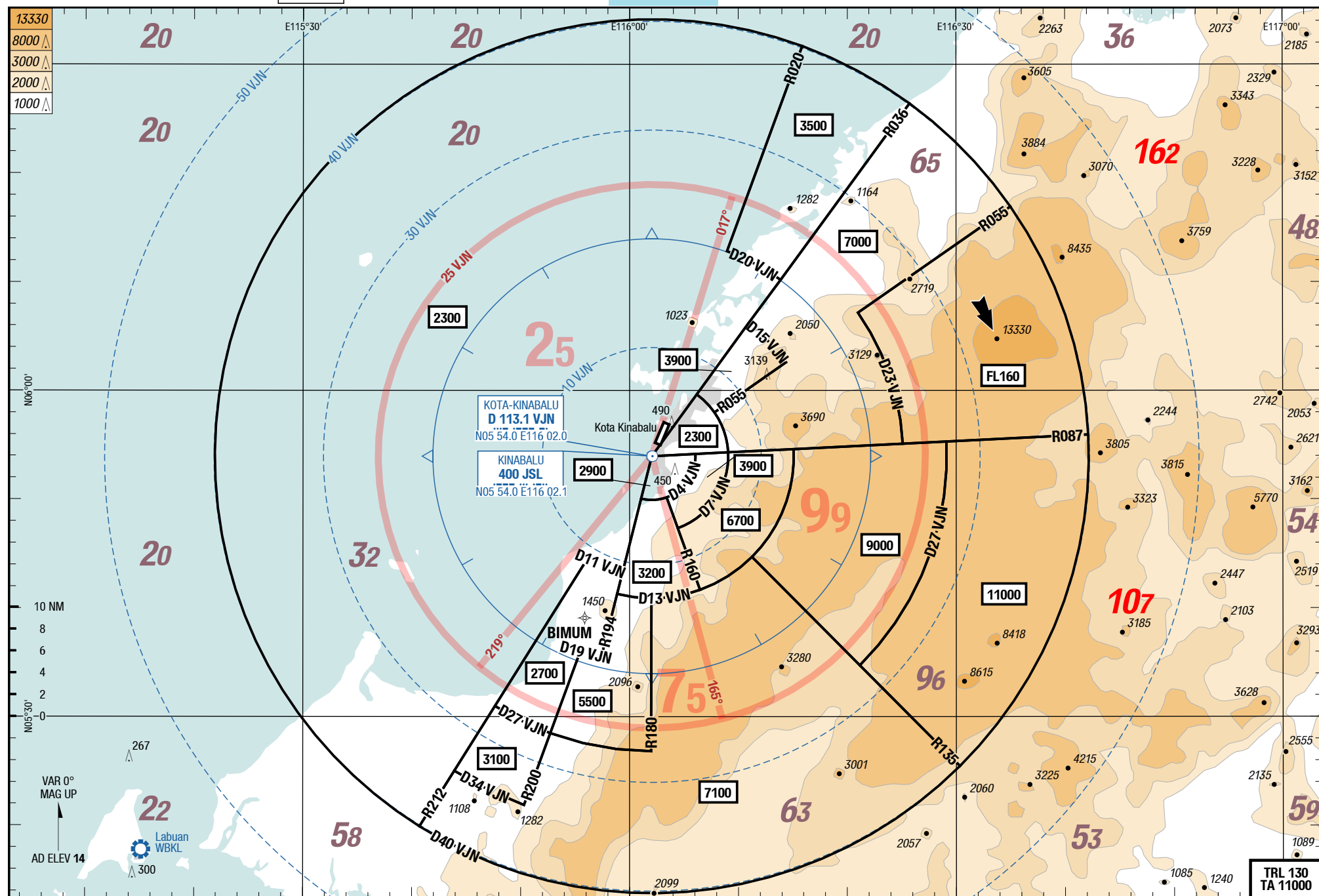


BKI-WBKK

NIL
MRC

MRC

NIL
MRC



Changes: MRVA, Navaid JSL, OBST, AD ELEV, Editorial

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