

GENERAL**Operational Hours**

ATS Hours: 2300-1100, other times O/R

AD Operator Hours: 2300-1100

Airport Information

RFF: CAT 5

Fuel: AVBL O/R

PCN: RWY 03/21: 47/F/D/X/T

Customs: HJ, other times 24HR PN

Operation**RWY Restriction**

180° turn to be performed on turnpad at THR RWY 21 only.

TWY Restriction

TWY A width 15m / 49ft with 5m / 16ft shoulder on either side.

TWY C and D width 7.5m / 25ft.

Taxi/Parking

ACFT taxiing out from main APN shall taxi on MNM PWR until they are established on TWY A.

Warnings

Use caution due to close-in obstacles.

Use caution while taxiing to and from the APN due to close proximity of terminal to the APN.

Exercise caution when taxiing at main APN due to heavy ground traffic.

All ACFT operating over the coastline must not fly below 1000ft over a stretch from Terendak Camp until Petronas oil refinery plant in Sungei Udang and avoid flying directly overhead these two areas.

Kite flying within 2.7NM of AD.

Birds in vicinity of AD.

ARRIVAL**Communication****COM Failure****Under Pilot Navigation**

Continue on STAR and land.

Under Radar 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 21 right-hand circuit.

Non-standard GP intercept position on RWY 03

GP intercepts RWY 03 at 326m / 1069ft after landing threshold.

Remaining LDG DIST beyond GP is 1809m / 5936ft.

DEPARTURE**Take-off Minima**

| RWY | | 03/21 | |
|---------|-----------|----------------|---------|
| A, B, C | ft - m/km | 0 - 400v | HJ only |
| | | 0 - 800v | HN |
| D | | Not applicable | - |

Communication**COM Failure****Under Pilot Navigation**

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 DEST.

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

REQ ATC CLR prior start-up.

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

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AFC

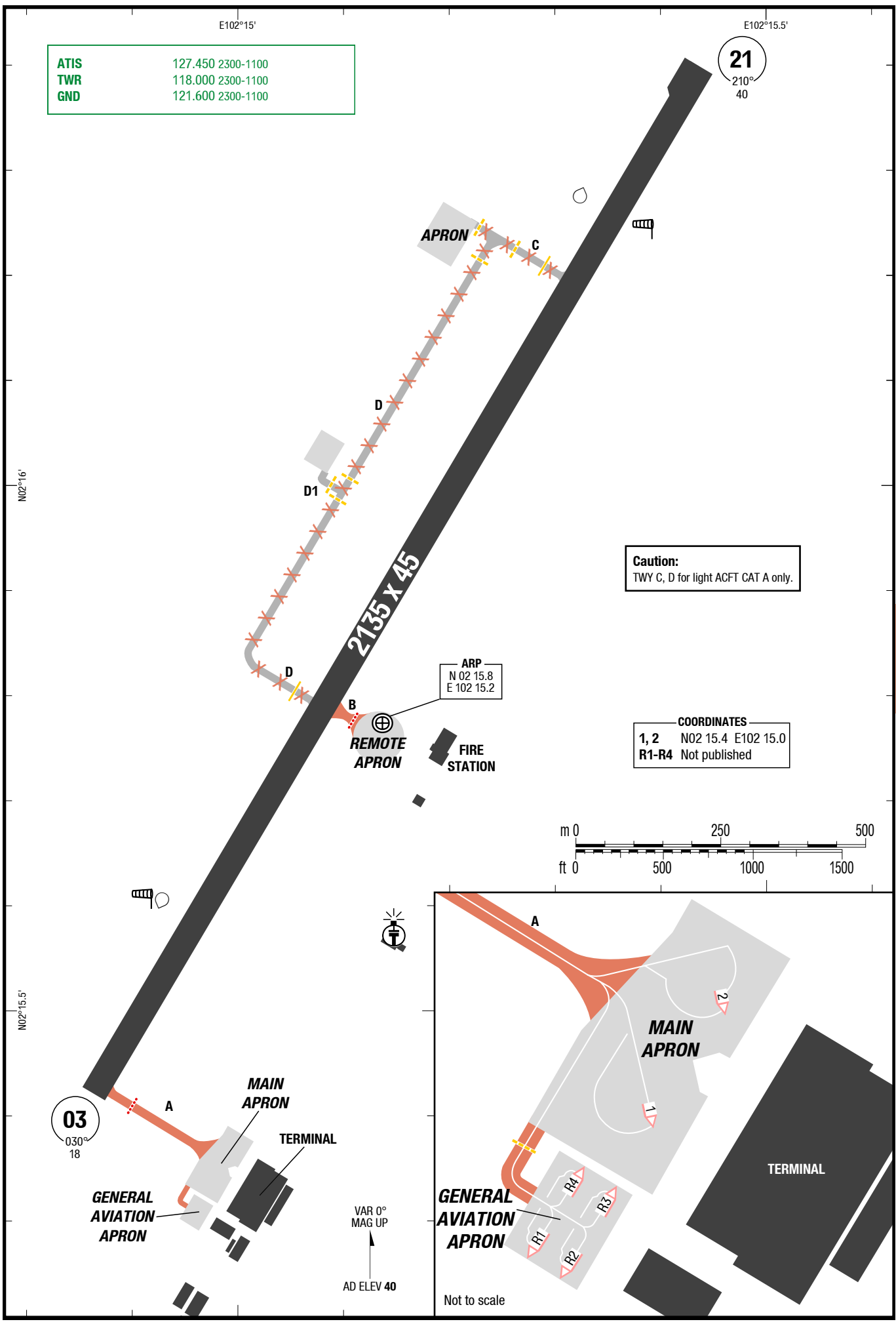
AFC

Malacca Malaysia
AGC
AFC



HL
360
45 x 21.35
3.0°
0.3% TDZ
40 / 11Pa
HL-S
21

Changes: RVR



Effective 02-JUN-2011

26-MAY-2011

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NIL

RNAV SIDs RWY 03

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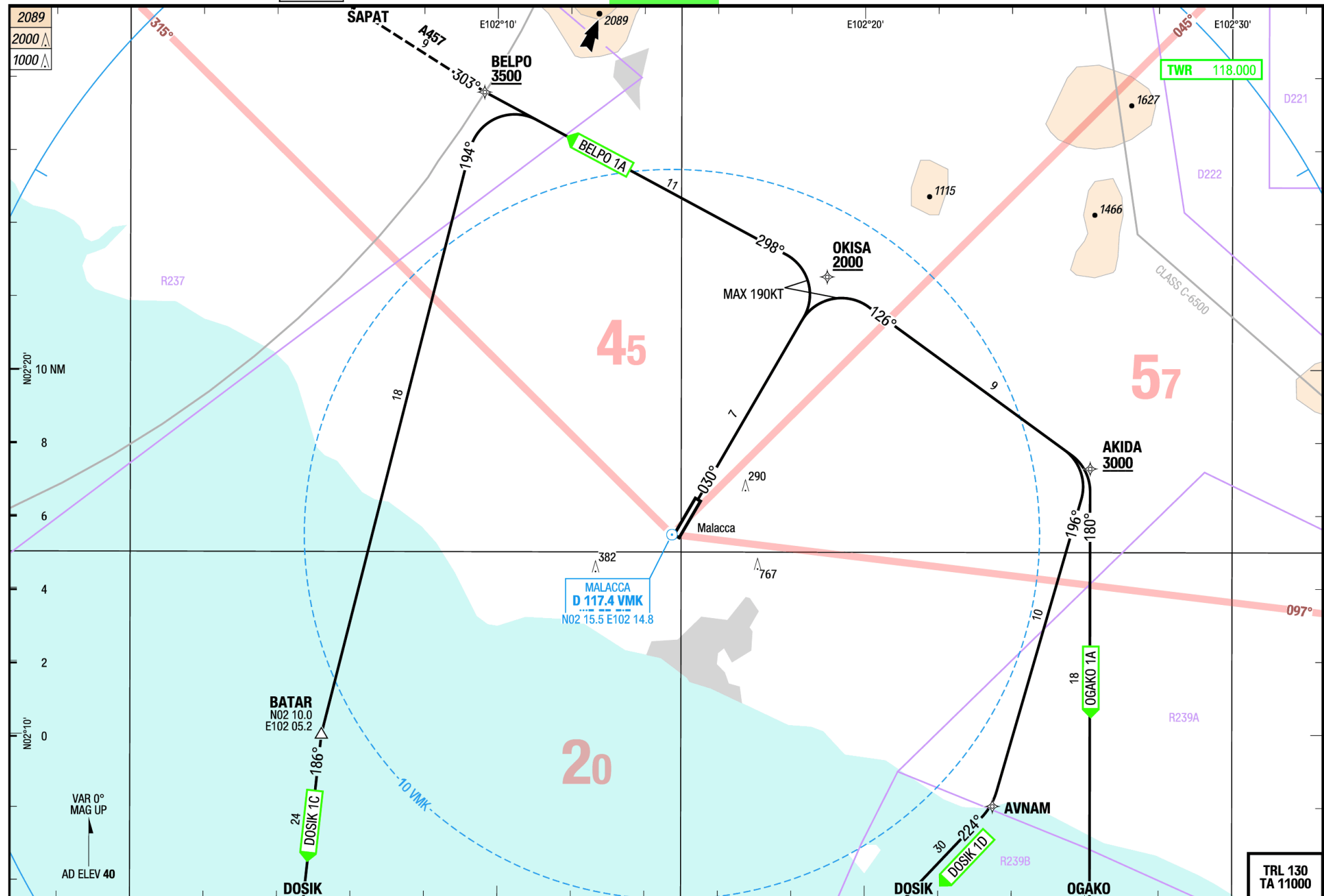
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RNAV SIDs RWY 03

4-10



Changes: New

Effective 02-JUN-2011
26-MAY-2011

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RNAV SIDs RWY 21

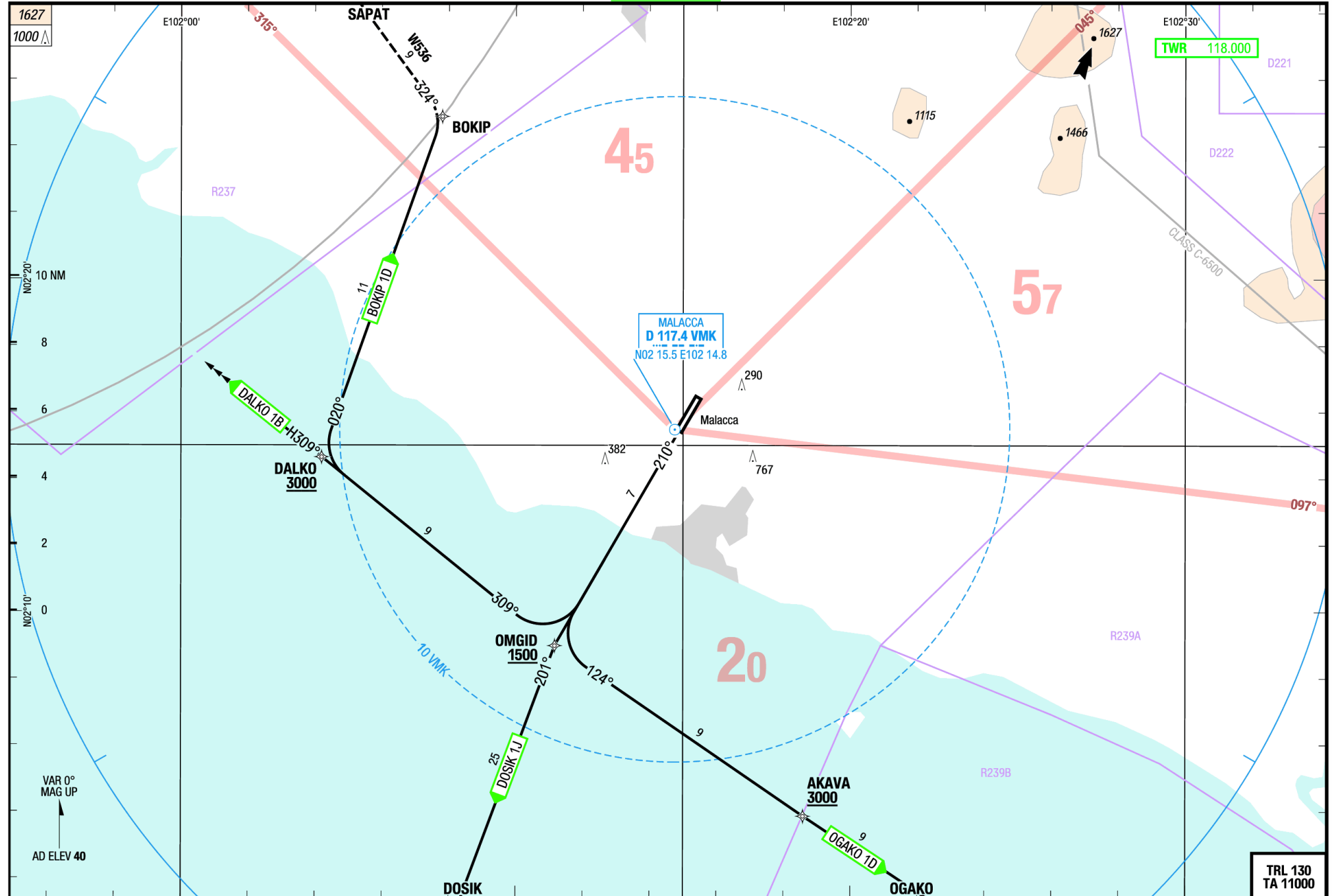
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RNAV SIDs RWY 21

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Changes: New

26-MAY-2011

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SIDs RWY 03

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SIDs RWY 03



Changes: New

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SIDs RWY 21

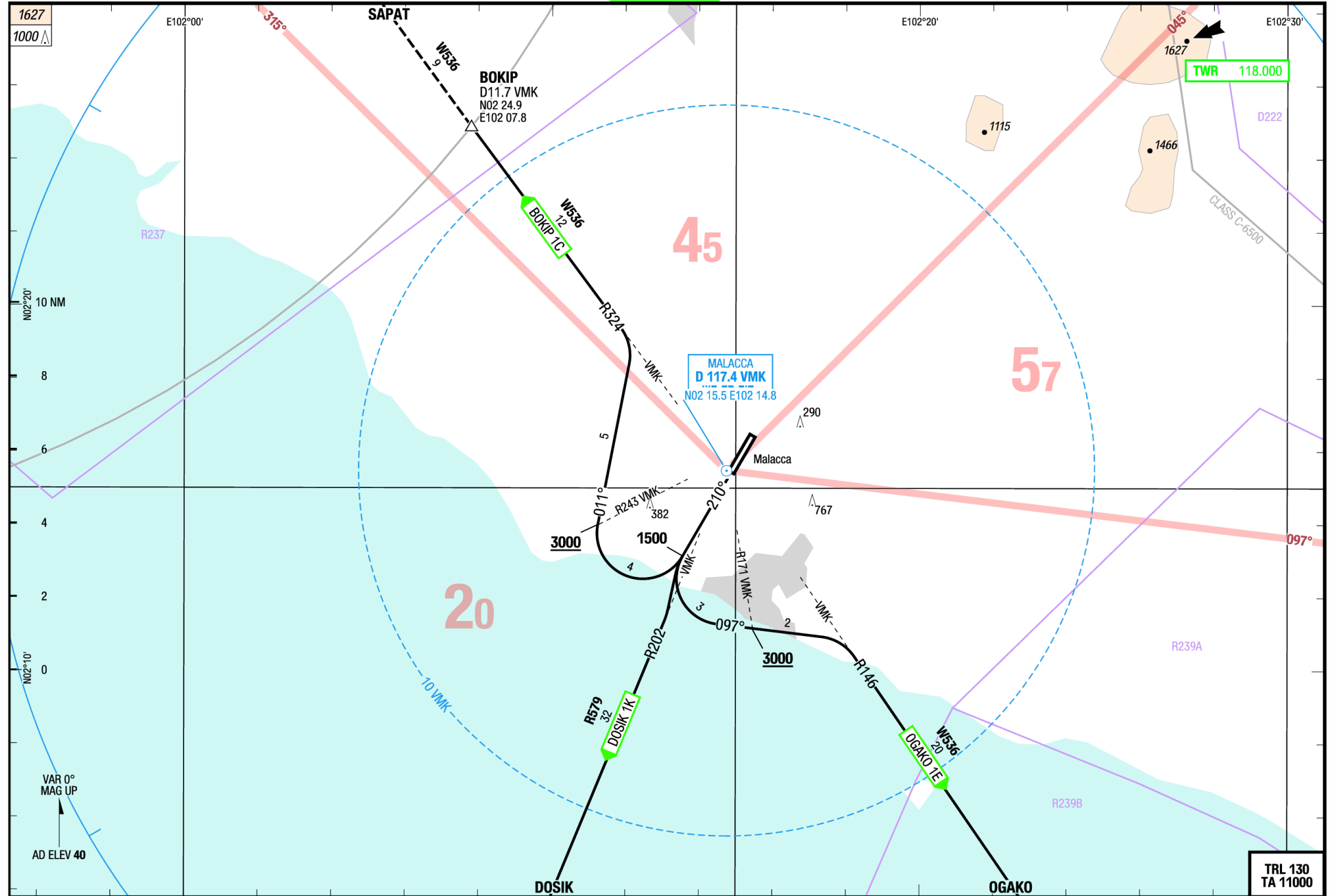
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SIDs RWY 21



Changes: New

BELPO 1A / DOSIK 1C / DOSIK 1D / OGAKO 1A

RWY 03 (030°)

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

| DESIGNATOR | ROUTING | ALTITUDES |
|--|---|--|
| | Runway 03 | |
| BELPO 1A 4.5% to 2000 118.000 ① | OKISA - BELPO - join AWY A457 | OKISA MNM 2000 BELPO MNM 3500 |
| DOSIK 1C 4.5% to 2000 118.000 ① | OKISA - BELPO - LT 194° to BATAR - LT 186° to DOSIK - join AWY R579 | OKISA MNM 2000 BELPO MNM 3500 |
| DOSIK 1D 4.5% to 2000 118.000 ① | OKISA - AKIDA - AVNAM - RT 224° to DOSIK - join AWY R579 | OKISA MNM 2000 AKIDA MNM 3000 |
| OGAKO 1A 4.5% to 2000 118.000 ① | OKISA - AKIDA - RT 180° to OGAKO - join AWY A464 | OKISA MNM 2000 AKIDA MNM 3000 |

① **MAX 190KT during initial turn.**

BOKIP 1D / DALKO 1B / DOSIK 1J / OGAKO 1D

RWY 21 (210°)

| DESIGNATOR | ROUTING | ALTITUDES |
|-----------------------------------|---|--|
| | Runway 21 | |
| BOKIP 1D 118.000 | OMGID - DALKO - BOKIP - join AWY W536 | OMGID MNM 1500 DALKO MNM 3000 |
| DALKO 1B 118.000 | OMGID - DALKO - HDG 309°, expect radar vector | OMGID MNM 1500 DALKO MNM 3000 |
| DOSIK 1J 118.000 | OMGID - LT 201° to DOSIK - join AWY R579 | OMGID MNM 1500 |
| OGAKO 1D 118.000 | OMGID - AKAVA - OGAKO - join AWY A464 | OMGID MNM 1500 AKAVA MNM 3000 |

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5-30

SIDs RWY 03

BOKIP 1A / BOKIP 1B / DOSIK 1E / DOSIK 1F / OGAKO 1B

RWY 03 (030°)

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

| DESIGNATOR | ROUTING | ALTITUDES |
|---|--|--------------------------|
| | Runway 03 | |
| BOKIP 1A 4.5% to 2000 118.000 | at 2000 LT (MAX 190KT) 263° to BOKIP - join AWY W536 | R005 VMK MNM 3000 |
| BOKIP 1B 4.5% to 2000 118.000 | at 2000 LT (MAX 190KT) 263° to BOKIP - HDG 263°, expect radar vector | R005 VMK MNM 3000 |
| DOSIK 1E 4.5% to 2000 118.000 | at 2000 LT (MAX 190KT) 186° to intercept R202 VMK to DOSIK - join AWY R579 | R005 VMK MNM 3000 |
| DOSIK 1F 4.5% to 2000 118.000 | at 2000 or D8 VMK whichever is earlier RT (MAX 190KT) 228° to intercept R202 VMK to DOSIK - join AWY R579 | R061 VMK MNM 3000 |
| OGAKO 1B 4.5% to 2000 118.000 | at 2000 or D8 VMK , whichever is earlier, RT (MAX 190KT) 192° to intercept R146 VMK to OGAKO - join AWY A464 | R061 VMK MNM 3000 |

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SIDs RWY 21

BOKIP 1C / DOSIK 1K / OGAKO 1E

RWY 21 (210°)

| DESIGNATOR | ROUTING | ALTITUDES |
|-----------------------------------|---|---------------------------------|
| | Runway 21 | |
| BOKIP 1C 118.000 | at 1500 RT 011° - LT intercept R324 VMK to BOKIP - join AWY W536 | R243 VMK MNM 3000 |
| DOSIK 1K 118.000 | at 1500 LT intercept R202 VMK to DOSIK - join AWY R579 | |
| OGAKO 1E 118.000 | at 1500 LT 097° - RT intercept R146 VMK to OGAKO - join AWY A464 | R171 VMK MNM 3000 |

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6-10

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RNAV STARs RWY 03

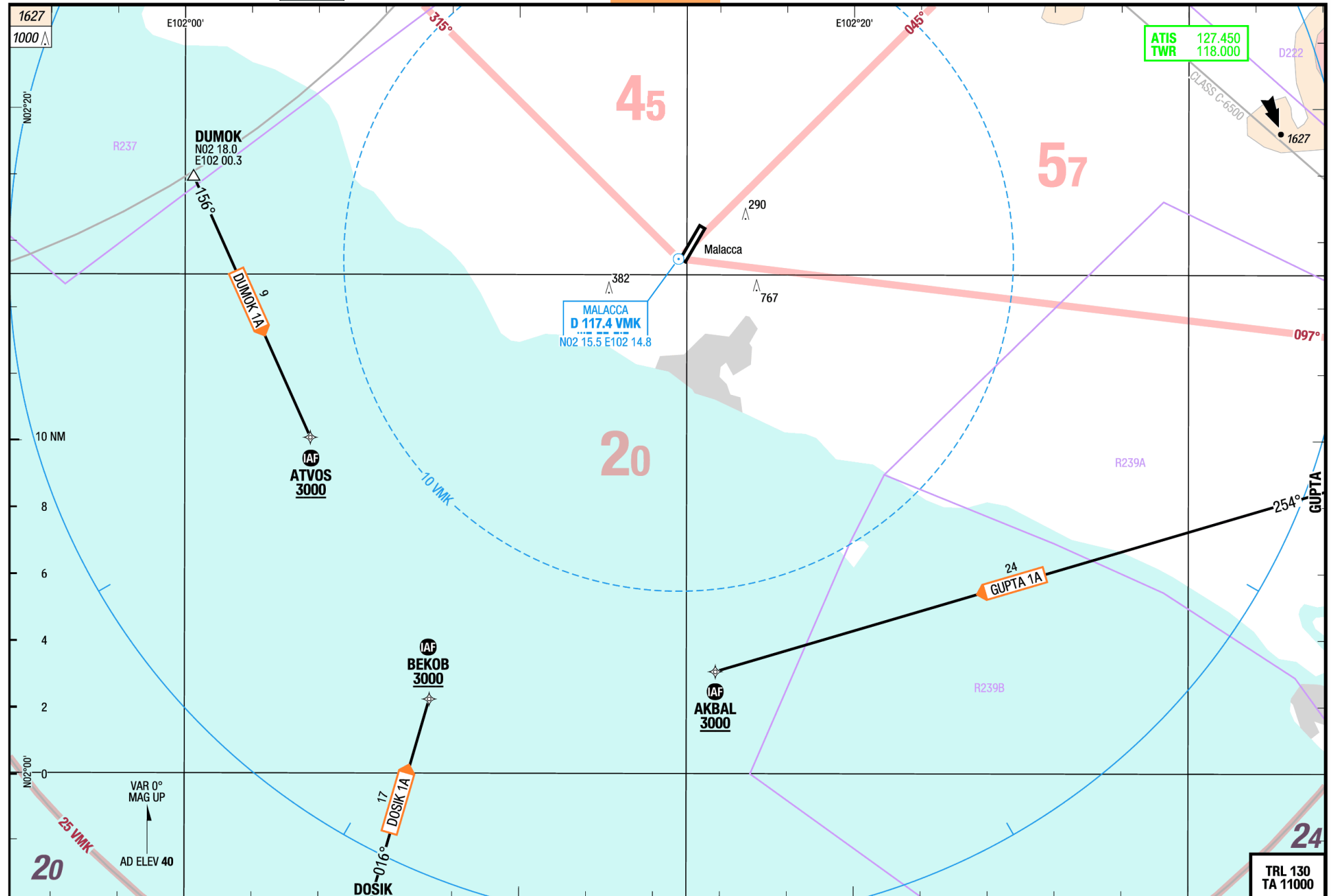
NIL

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RNAV STARs RWY 03

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Changes: New

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26-MAY-2011

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Malaysia Malacca

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RNAV STARs RWY 21

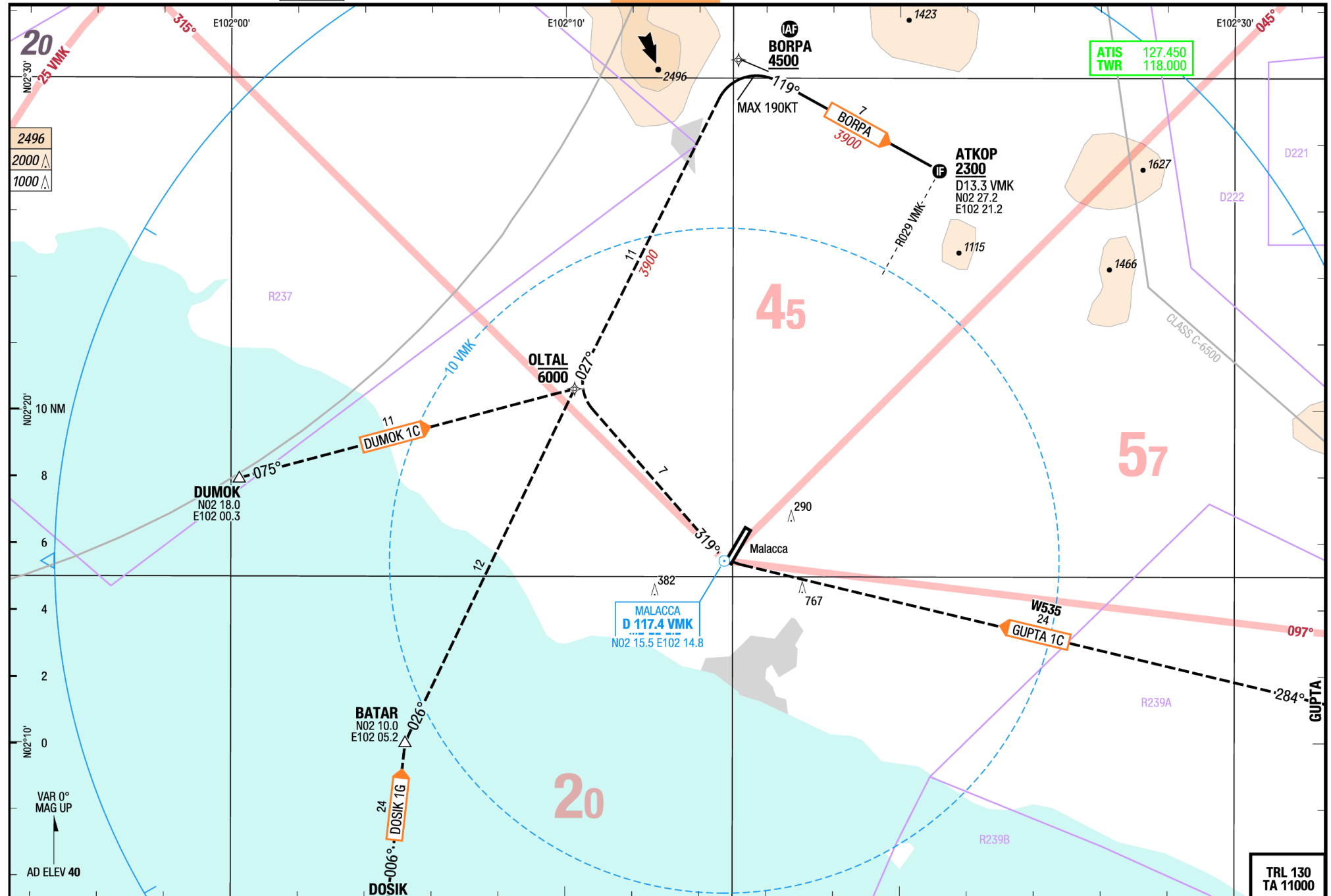
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RNAV STARs RWY 21



Changes: New

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26-MAY-2011

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STARs RWY 03

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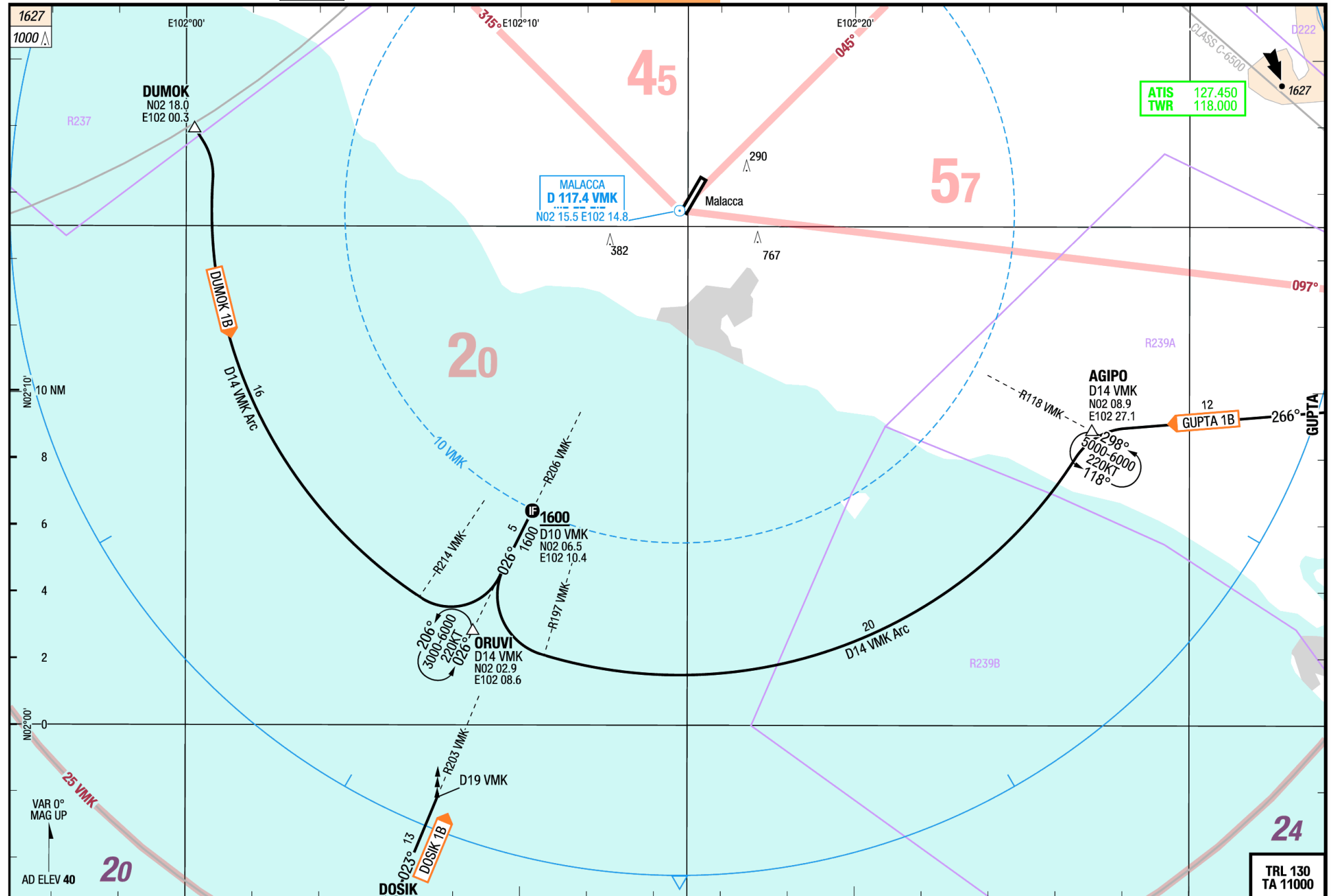
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STARs RWY 03

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Changes: New

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STARs RWY 21

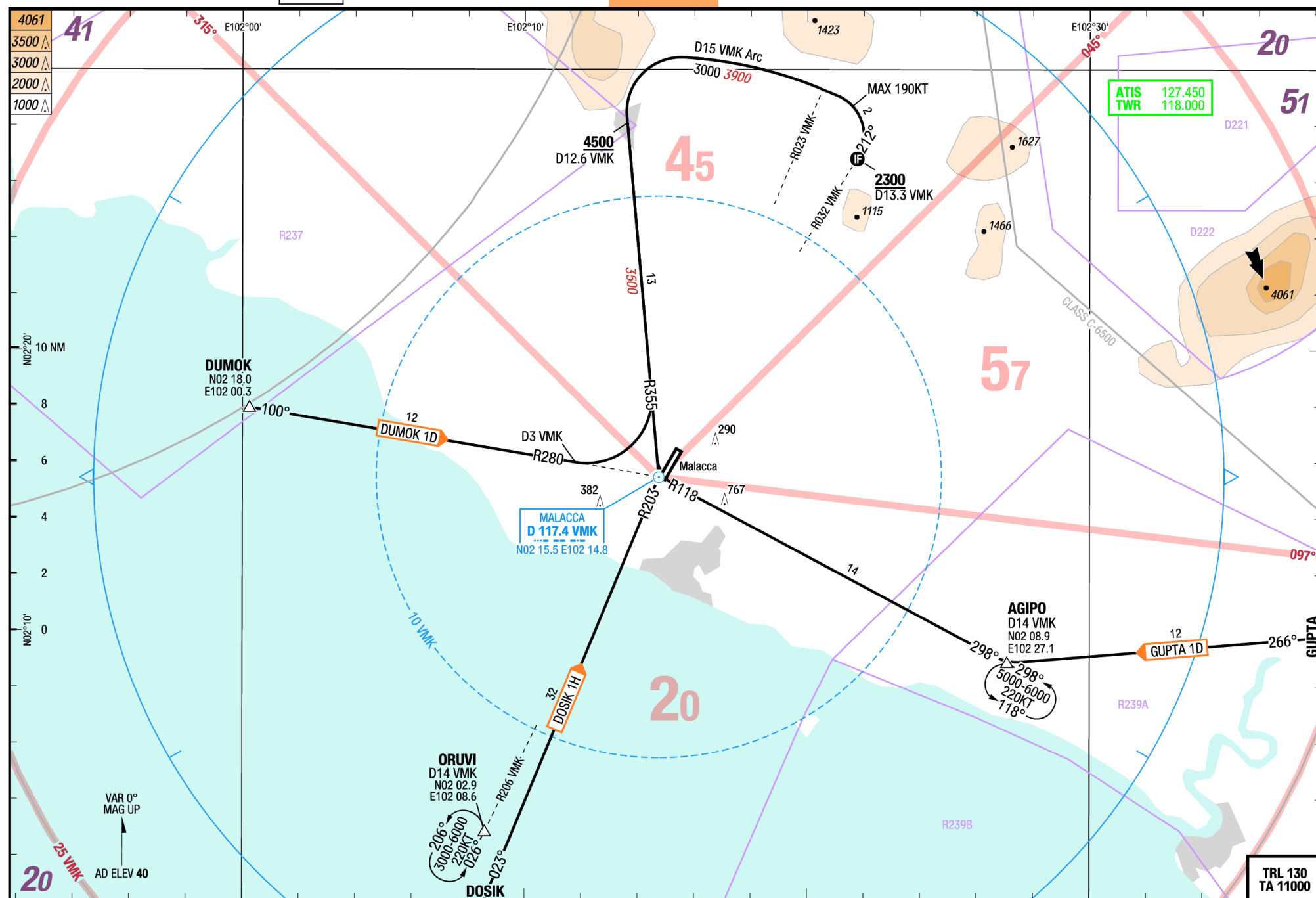
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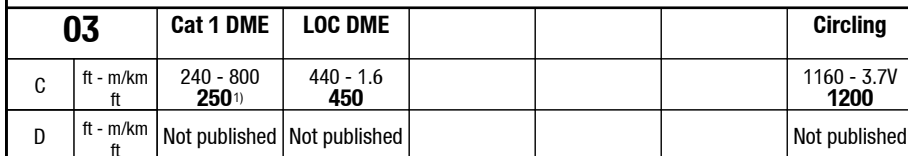
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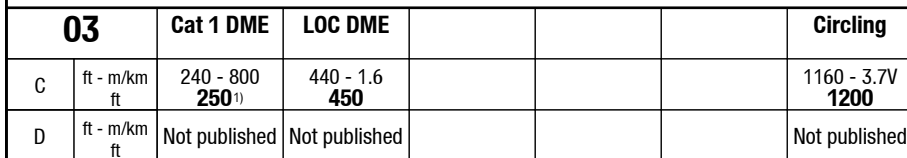
Changes: New

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ILS Z or LOC Z 03



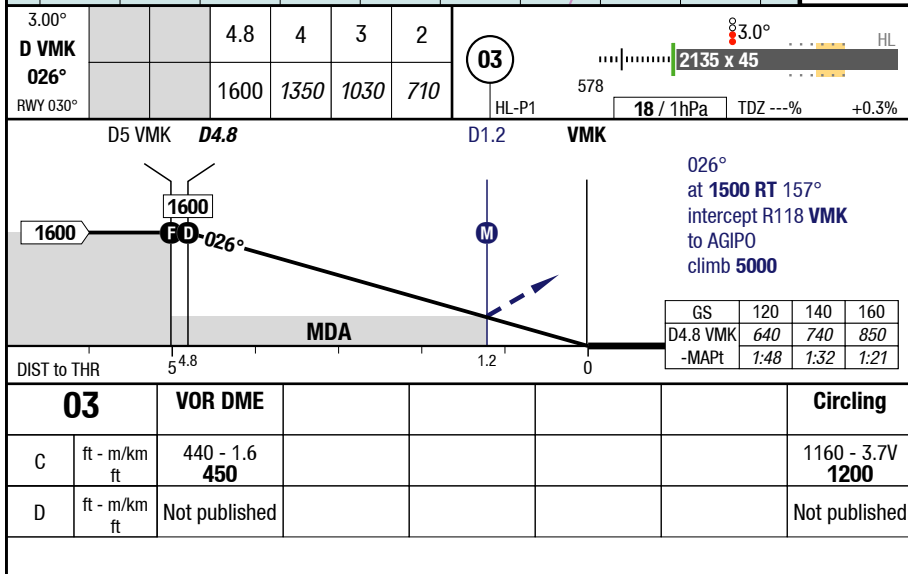
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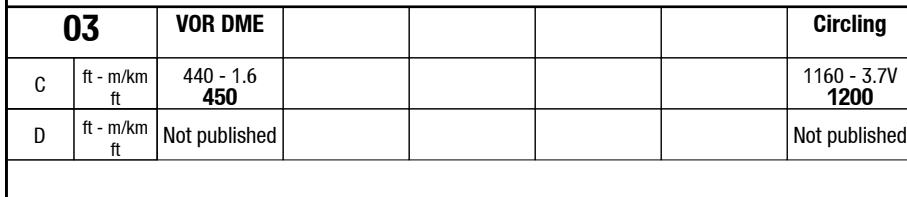
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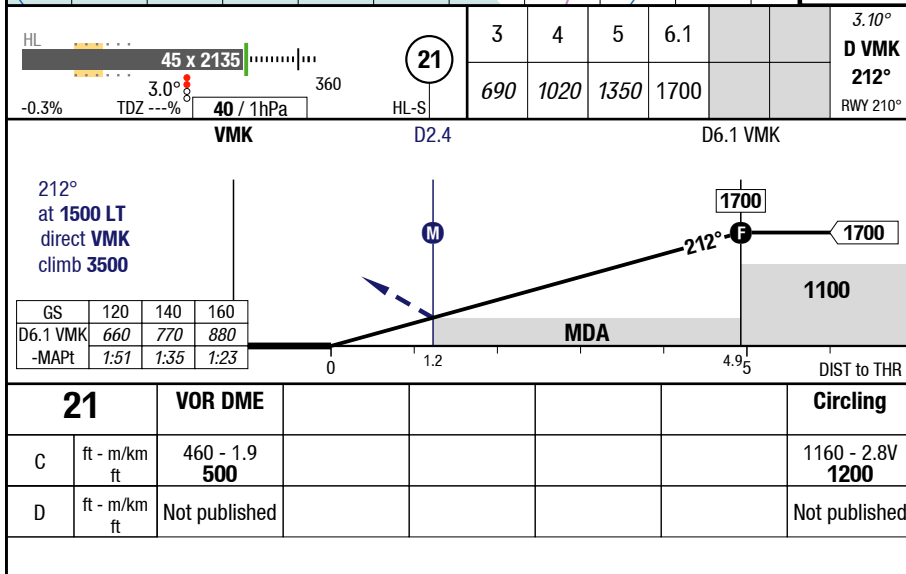
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VOR Y 21



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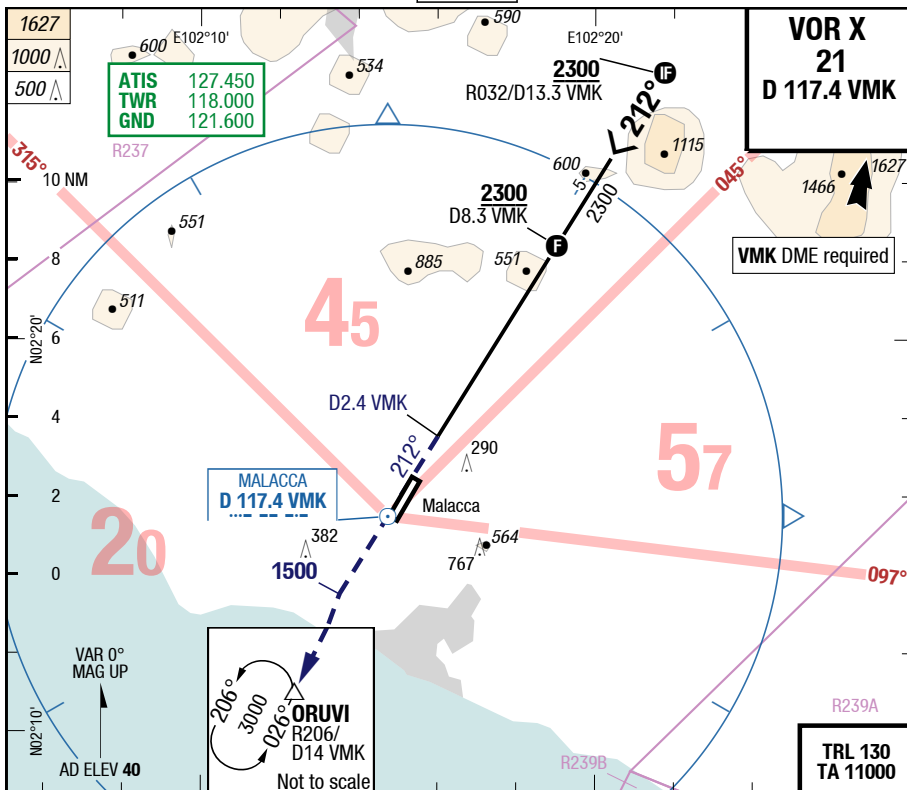
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VOR X 21



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|-------|--|-----------|--|-----------|--|------|--|---------------|------|------|------|------|------|----------|
| HL | | 45 x 2135 | | 360 | | 21 | | 3 | 4 | 5 | 6 | 7 | 8.1 | 3.00° |
| -0.3% | | TDZ ---% | | 40 / 1hPa | | HL-S | | 680 | 1000 | 1310 | 1630 | 1950 | 2300 | D VMK |
| | | | | | | | | | | | | | | 212° |
| | | | | | | | | | | | | | | RWY 210° |
| | | | | | | | | VMK | | | | | | |
| | | | | | | | | D2.4 | | | | | | |
| | | | | | | | | D8.1 D8.3 VMK | | | | | | |
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