

GENERAL**Operational Hours**

ATS Hours / AD Operator Hours: 2300-1400

Airport Information

RFF: CAT 7, CAT 9 AVBL O/R with 48HR PN

Fuel: AVBL O/R

PCN: RWY 04/22: 75/F/B/X/T

Operation**RWY Restriction**

Locked wheel turns prohibited on RWY.

TWY Restriction

TWY C and D width 7.5m / 25ft.

Taxi/Parking

Visual Docking Guidance System (VDGS) AVBL at stands 3 and 4.

Warnings

Pilot to exercise caution on ACFT jet blast while taxiing out due to proximity of the terminal building.

Kite flying at APCH RWY 04.

Birds in vicinity of AD.

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

Under Pilot navigation, continue on STAR and land.

Under RAD vectoring, maintain vector for 1min.

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

Arrival Procedure**Non-standard GP Intercept Position on RWY 04**

GP intercept RWY 04 at *337m / 1107ft* after landing threshold.

Remaining LDG DIST beyond GP is *3143m / 10310ft*.

DEPARTURE**Take-off Minima**

RWY		04/22	
All ACFT	ft - m/km	0 - 400R/400V	HJ only
		0 - 800R/800V	HN

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

REQ ATC CLR prior ENG start.

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

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AGC
AFC

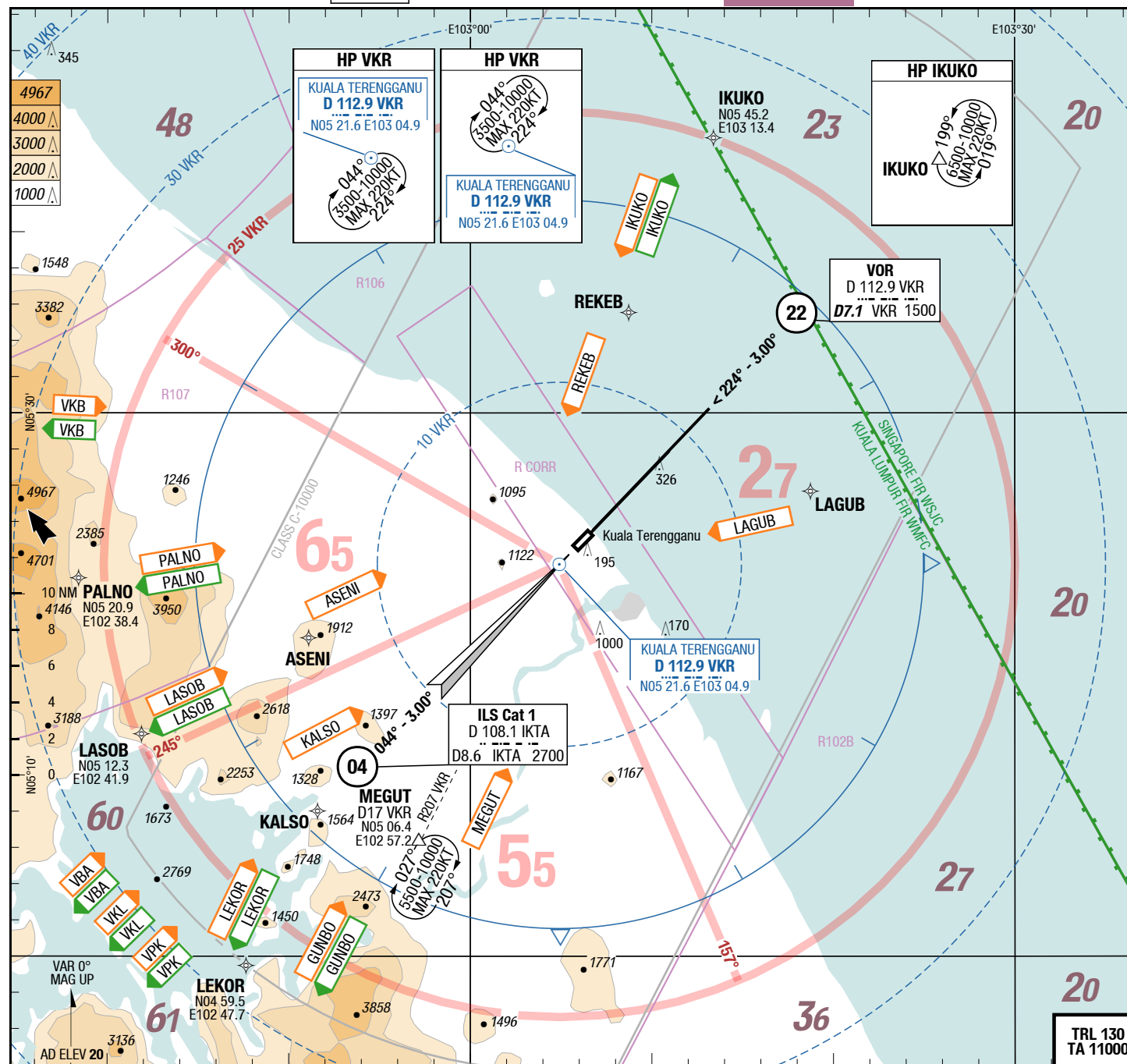
AFC

AFC

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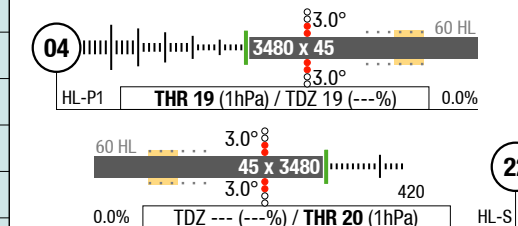
AGC
AFC

2-10



ATIS 126.650 2300-1400
Terengganu APP 123.600 2300-1400
Terengganu TWR 119.050 2300-1400
Terengganu GND 121.600 2300-1400

Landing RWY system:



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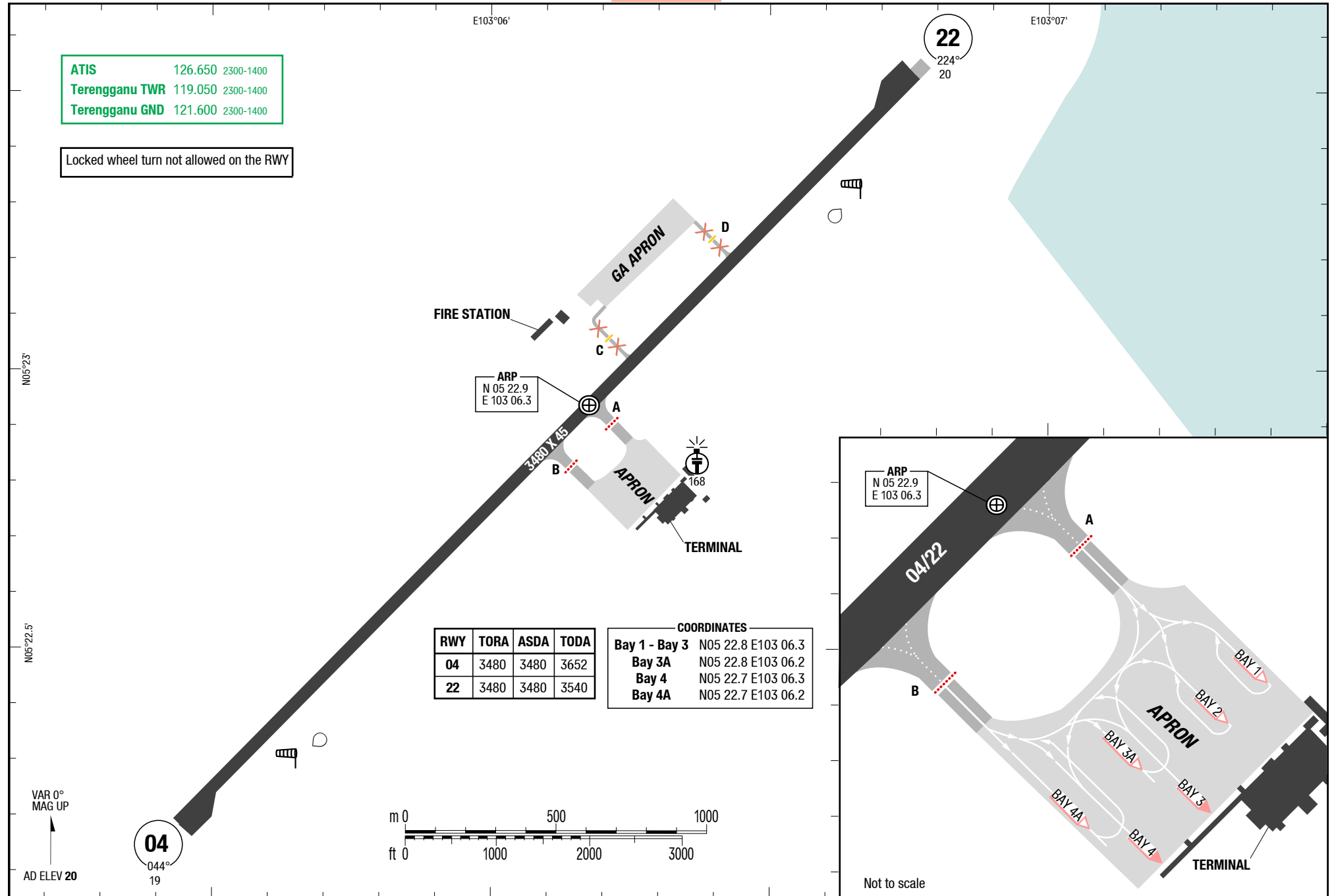
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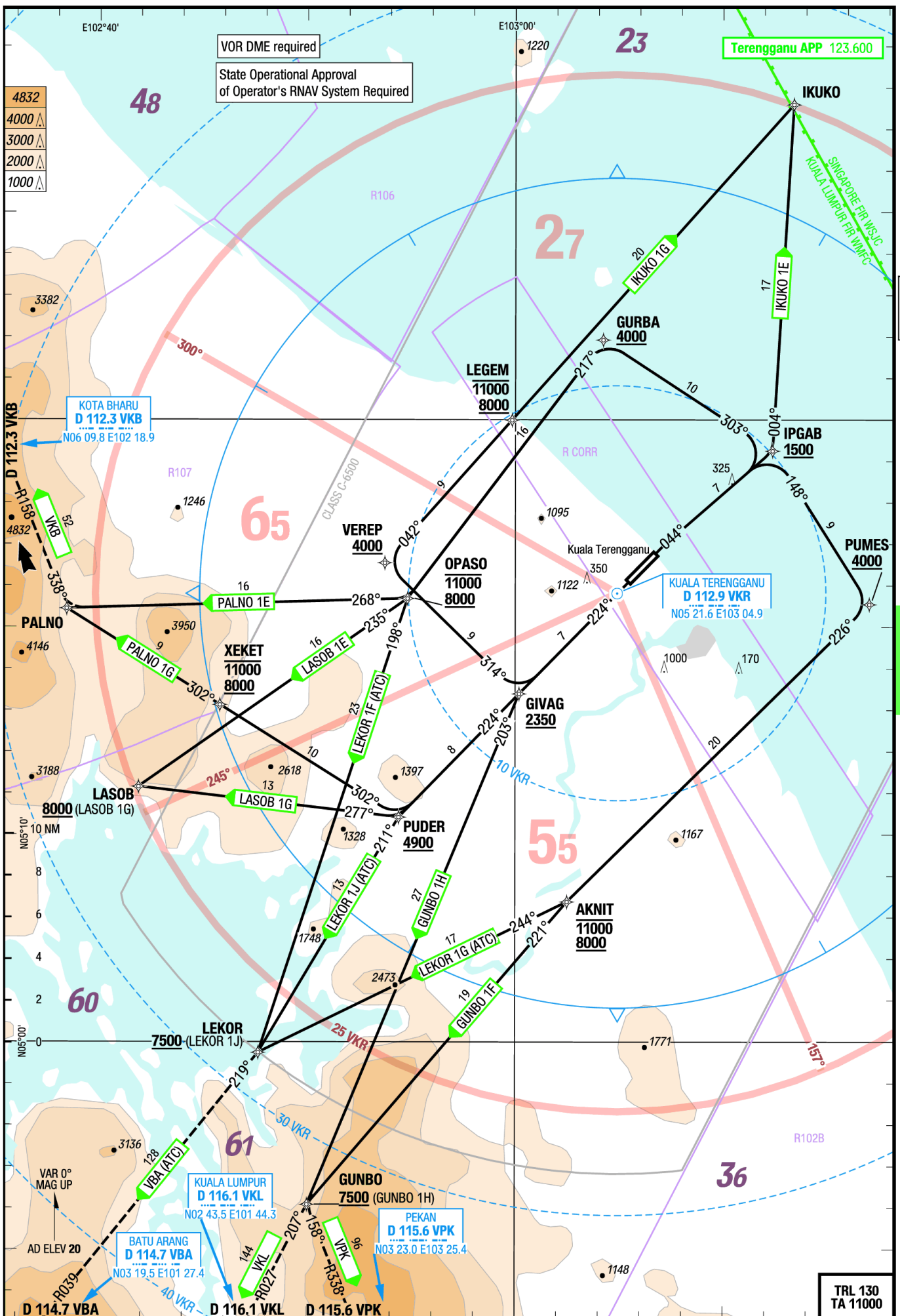
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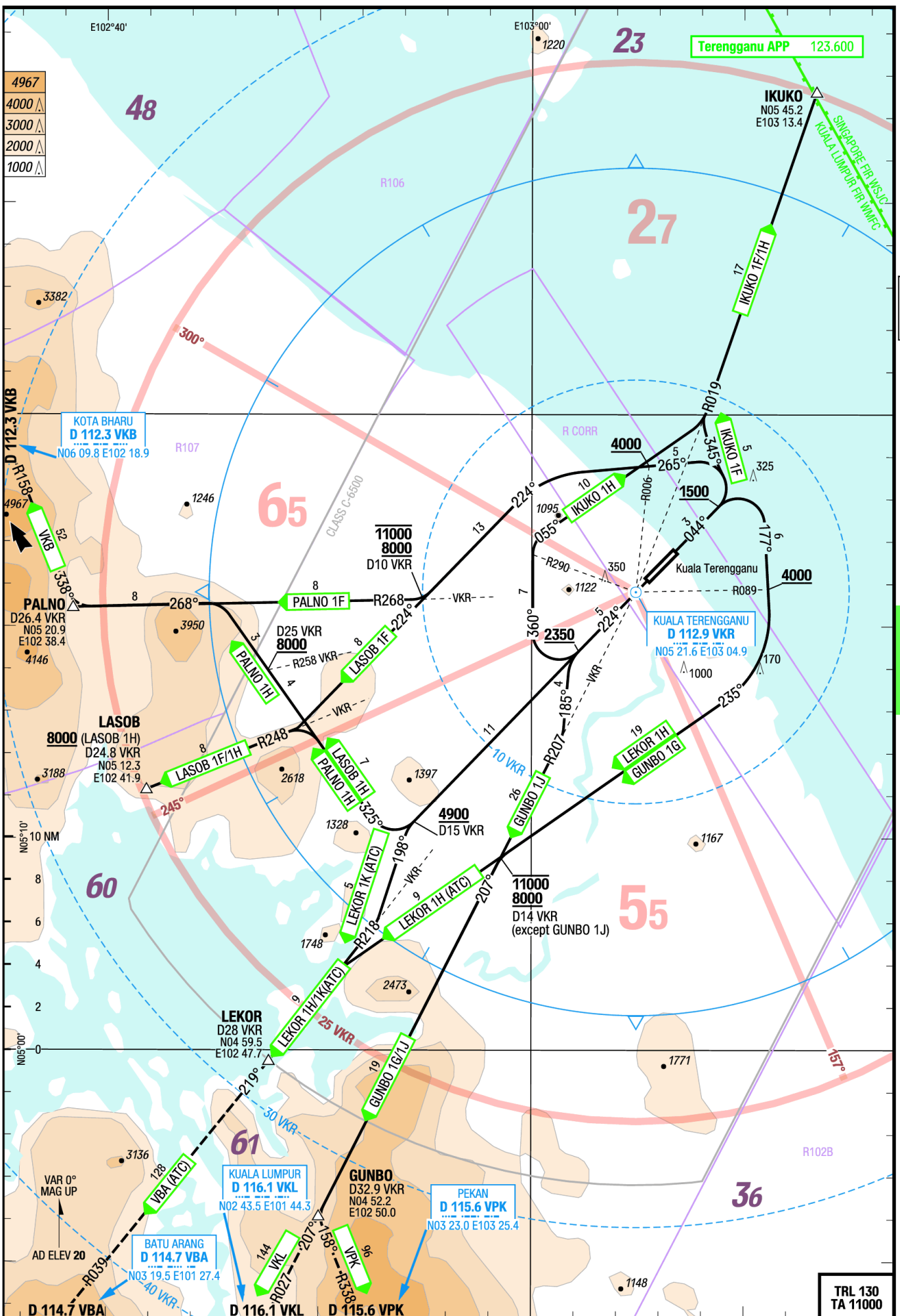
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3-20



Changes: Nil





RNAV SIDs

RWYs 04 (044°) / 22 (224°)

	GS	120	150	180	210	240	270
5.1%	ft/MIN	700	800	1000	1100	1300	1400
SID	ROUTING						ALTITUDES
	Runway 04						
GUNBO 1F 123.600 ①②③	at IPGAB RT direct PUMES - AKNIT - GUNBO						IPGAB MNM 1500 PUMES MNM 4000 AKNIT between 8000 and 11000
	TRANSITION						
	KUALA LUMPUR (VKL) GUNBO - VKL						
	PEKAN (VPK) GUNBO - VPK						
IKUKO 1E 123.600 ①②③	at IPGAB LT direct IKUKO						IPGAB MNM 1500
LASOB 1E 123.600 ①②③	at IPGAB LT direct GURBA - OPASO - LASOB						IPGAB MNM 1500 GURBA MNM 4000 OPASO between 8000 and 11000
LEKOR 1F (ATC) 123.600 ①②③	at IPGAB LT direct GURBA - OPASO - LEKOR						IPGAB MNM 1500 GURBA MNM 4000 OPASO between 8000 and 11000
	TRANSITION						
	BATU ARANG (VBA ATC) LEKOR - VBA						
LEKOR 1G (ATC) 123.600 ①②③	at IPGAB RT direct PUMES - AKNIT - LEKOR						IPGAB MNM 1500 PUMES MNM 4000 AKNIT between 8000 and 11000
	TRANSITION						
	BATU ARANG (VBA ATC) LEKOR - VBA						
PALNO 1E 123.600 ①②③	at IPGAB LT direct GURBA - OPASO - PALNO						IPGAB MNM 1500 GURBA MNM 4000 OPASO between 8000 and 11000
	TRANSITION						
	KOTA BHARU (VKB) PALNO - VKB						

① VOR/DME required.

② State Operational Approval of Operator's RNAV System Required.

③ Bank angle 15°.

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RNAV SIDs

SIDPT

RNAV SIDs

RWYs 04 (044°) / 22 (224°)

SID	ROUTING	ALTITUDES
	Runway 22	
GUNBO 1H 5.1% to GIVAG 123.600 ④⑤⑥	at GIVAG LT direct GUNBO	GIVAG MNM 2350 GUNBO MNM 7500
	TRANSITION	
	KUALA LUMPUR (VKL) GUNBO - VKL	
	PEKAN (VPK) GUNBO - VPK	
IKUKO 1G 5.1% to GIVAG 123.600 ④⑤⑥	at GIVAG RT direct VEREP - LEGEM - IKUKO	GIVAG MNM 2350 VEREP MNM 4000 LEGEM between 8000 and 11000
LASOB 1G 5.1% to 8000 123.600 ③④⑤	GIVAG - at PUDER RT direct LASOB	GIVAG MNM 2350 PUDER MNM 4900 LASOB MNM 8000
LEKOR 1J (ATC) 5.1% to PUDER 123.600 ④⑤⑥	GIVAG - at PUDER LT direct LEKOR	GIVAG MNM 2350 PUDER MNM 4900 LEKOR MNM 7500
	TRANSITION	
	BATU ARANG (VBA ATC) LEKOR - VBA	
PALNO 1G 5.1% to 8000 123.600 ④⑤⑥	GIVAG - at PUDER RT direct XEKET - PALNO	GIVAG MNM 2350 PUDER MNM 4900 XEKET between 8000 and 11000
	TRANSITION	
	KOTA BHARU (VKB) PALNO - VKB	

④ VOR/DME required.

⑤ State Operational Approval of Operator's RNAV System Required.

⑥ Bank angle 15°.

Changes: New

SIDs

RWYs 04 (044°) / 22 (224°)

	GS	120	150	180	210	240	270
5.1%	ft/MIN	700	800	1000	1100	1300	1400
SID	ROUTING						ALTITUDES
	Runway 04						
GUNBO 1G 123.600 ①	at MNM 1500 RT 177° - crossing R089 VKR RT 235° intercept R207 VKR to GUNBO						R089 VKR MNM 4000 D14 VKR between 8000 and 11000
	TRANSITION						
	KUALA LUMPUR (VKL) GUNBO - R027 VKL to VKL						
	PEKAN (VPK) GUNBO - R338 VPK to VPK						
IKUKO 1F 123.600 ①	at MNM 1500 LT 345° intercept R019 VKR to IKUKO						
LASOB 1F 123.600 ①	at MNM 1500 LT 265° - crossing R006 VKR LT 224° intercept R248 VKR to LASOB						R006 VKR MNM 4000 D10 VKR between 8000 and 11000
LEKOR 1H (ATC) 123.600 ①	at MNM 1500 RT 177° - crossing R089 VKR RT 235° intercept R218 VKR to LEKOR						R089 VKR MNM 4000 D14 VKR between 8000 and 11000
	TRANSITION						
	BATU ARANG (VBA ATC) LEKOR - R039 VBA to VBA						
PALNO 1F 123.600 ①	at MNM 1500 LT 265° - crossing R006 VKR LT 224° intercept R268 VKR to PALNO						R006 VKR MNM 4000 D10 VKR between 8000 and 11000
	TRANSITION						
	KOTA BHARU (VKB) PALNO - R158 VKB to VKB						
	Runway 22						
GUNBO 1J 5.1% to 2350 123.600 ①	at MNM 2350 LT 185° intercept R207 VKR to GUNBO						
	TRANSITION						
	KUALA LUMPUR (VKL) GUNBO - R027 VKL to VKL						
	PEKAN (VPK) GUNBO - R338 VPK to VPK						

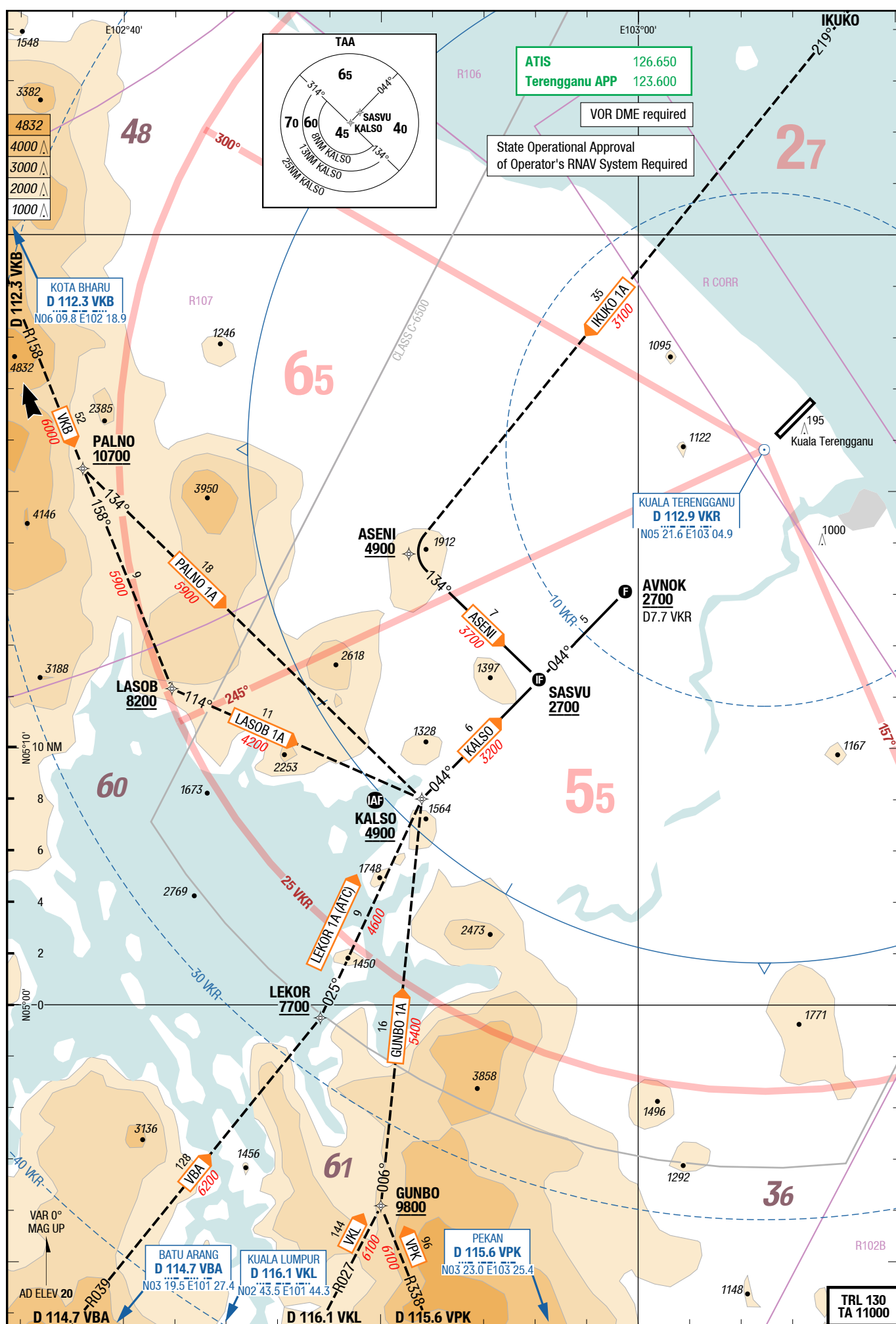
① Bank angle 15°.

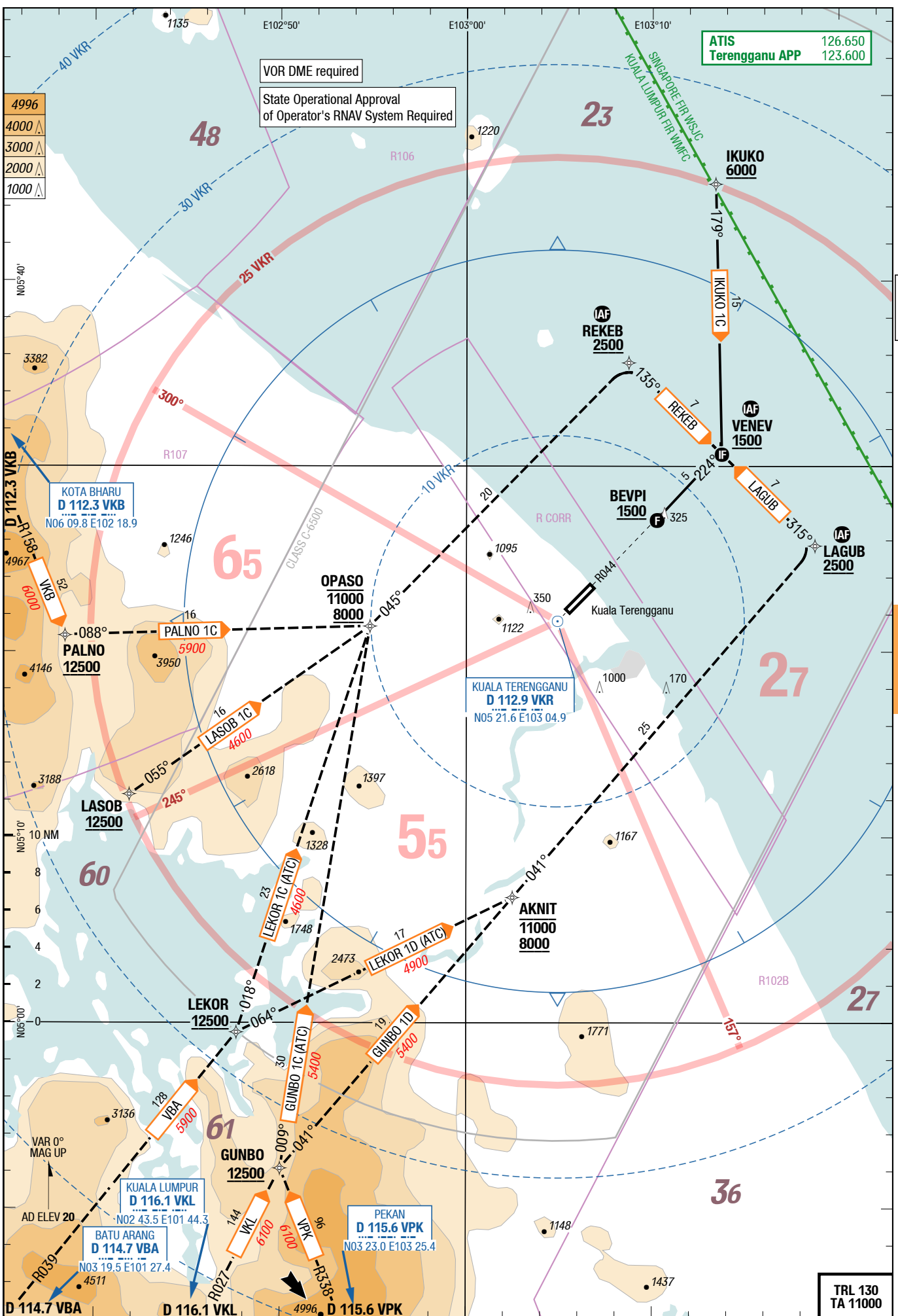
SIDs

RWYs 04 (044°) / 22 (224°)

SID	ROUTING	ALTITUDES
IKUKO 1H 5.1% to 2350 123.600 ②	at MNM 2350 RT 360° - crossing R290 VKR RT 055° intercept R019 VKR to IKUKO	
LASOB 1H 5.1% to 8000 123.600 ②	at D15 VKR RT 325° intercept R248 VKR to LASOB	D15 VKR MNM 4900 LASOB MNM 8000
LEKOR 1K (ATC) 5.1% to 4900 123.600 ②	at D15 VKR LT 198° intercept R218 VKR to LEKOR	D15 VKR MNM 4900
	TRANSITION BATU ARANG (VBA ATC) LEKOR - R039 VBA to VBA	
PALNO 1H 5.1% to 8000 123.600 ②	at D15 VKR RT 325° intercept R268 VKR to PALNO	D15 VKR MNM 4900 D25 / R258 VKR MNM 8000
	TRANSITION KOTA BHARU (VKB) PALNO - R158 VKB to VKB	

② Bank angle 15°.





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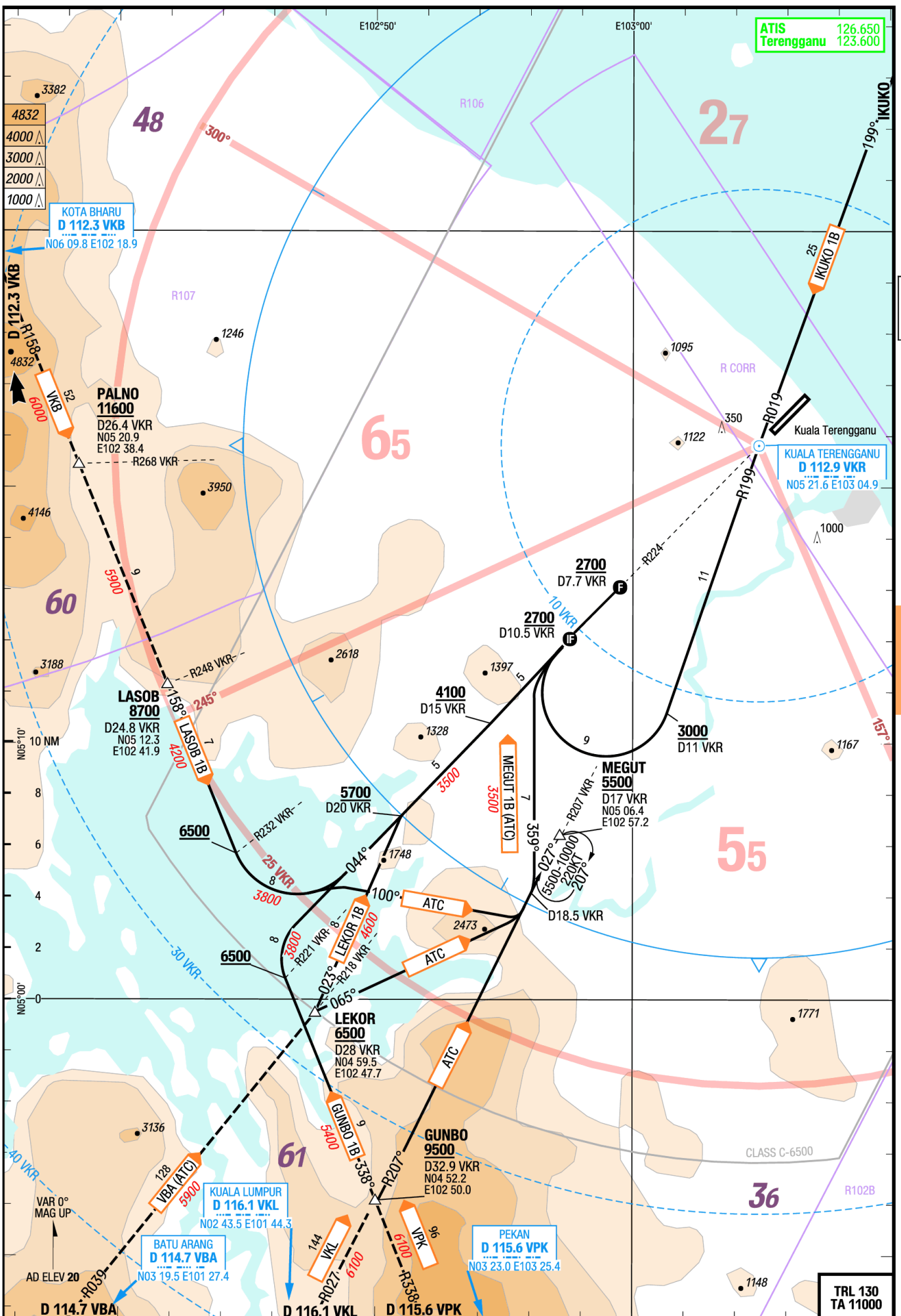
STARS Rwy 04

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STARS Rwy 04



Changes: New

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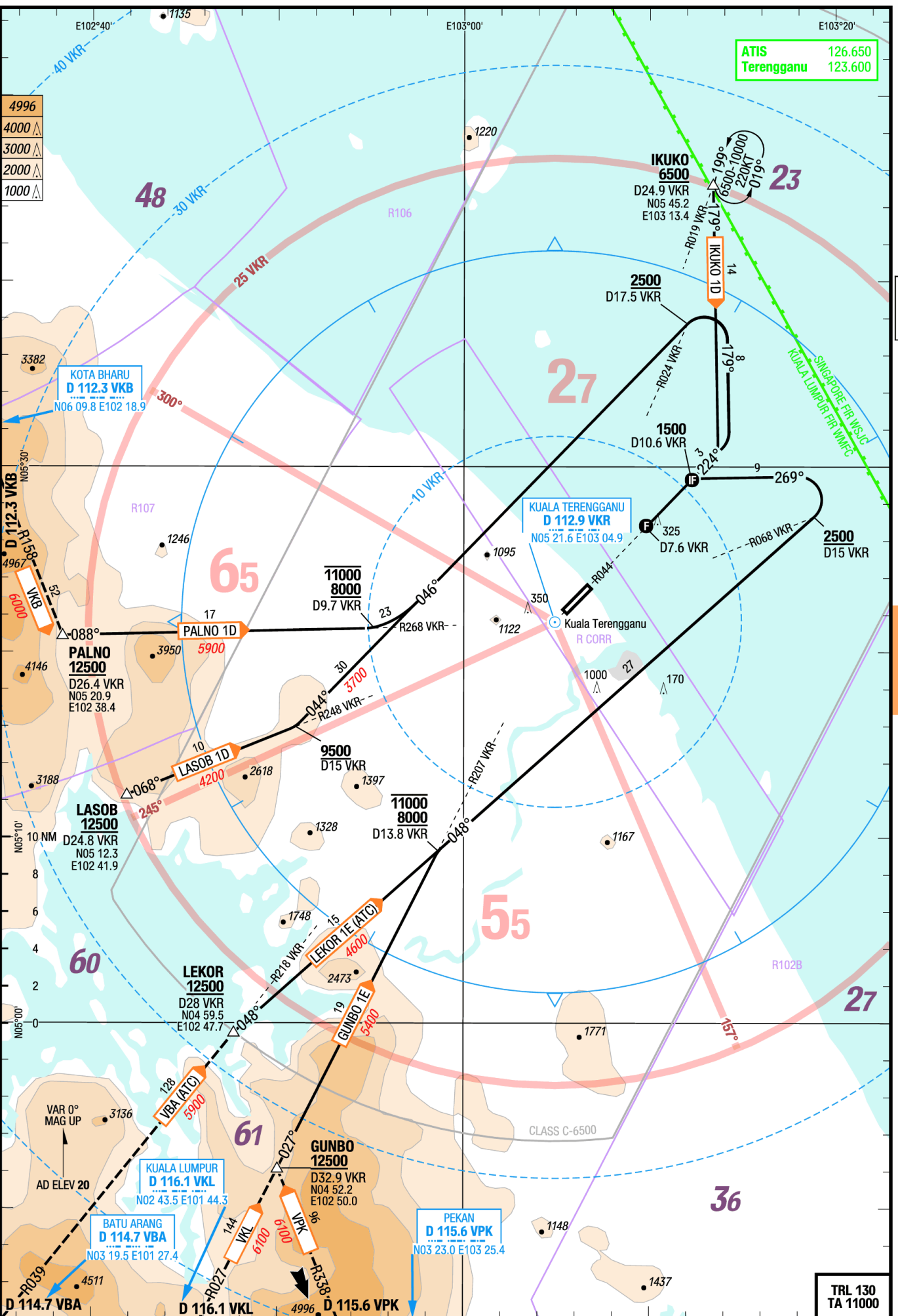
STARS RWY 22

STAR

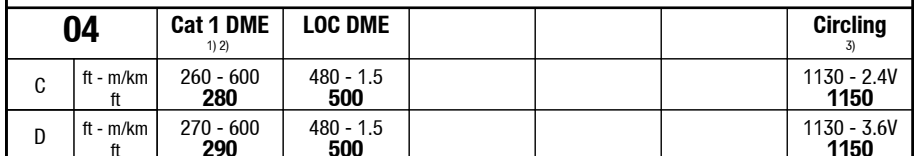
STAR

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STARS RWY 22



ILS Z 04



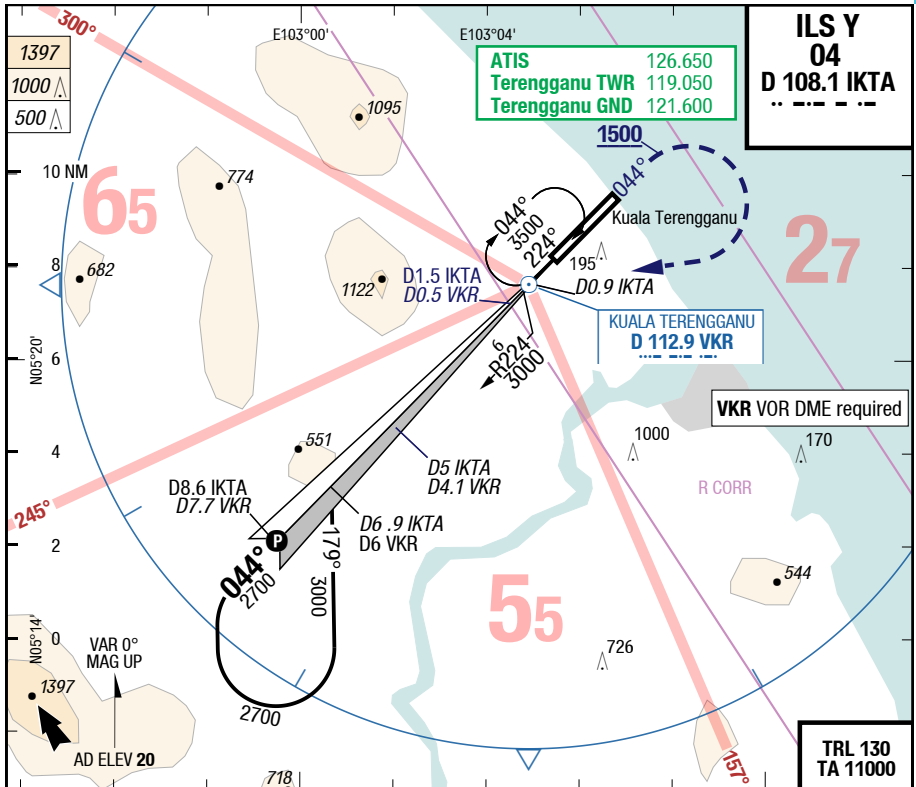
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ILS Y 04



LOC 3.00° D IKTA								<div><div>8.465432</div><div>2700194016201300980660</div></div>										<div><div>04</div><div>HL-P1</div><div>THR 19 (1hPa) / TDZ 19 (---%)</div><div>0.0%</div></div>																					
<div><div>D11 VKR D12 IKTA</div><div>D7.7 D7.5 D6 D8.6 D8.4 D6.9</div><div>D4.1 D5</div><div>D0.5 VKR D1.5 D0.9 IKTA</div></div>								<div><div><div><div>3000</div><div>2700</div><div>2100</div></div><div><div>179°</div><div>044°</div><div>GP 3.00°</div></div><div><div>1300</div><div>MDA</div></div></div><div><div>R224</div><div>M</div><div>3500</div></div></div> <div><div>044° at MNM 1500 RT to VKR climb 3500</div><div><table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td>D8.4 IKTA</td><td>640</td><td>740</td><td>850</td></tr><tr><td>-MAPT</td><td>3:28</td><td>2:58</td><td>2:36</td></tr></table></div></div>										GS	120	140	160	D8.4 IKTA	640	740	850	-MAPT	3:28	2:58	2:36										
GS	120	140	160																																				
D8.4 IKTA	640	740	850																																				
-MAPT	3:28	2:58	2:36																																				
DIST to THR								108.254.81.30.80																															
04								Cat 1 DME 1) 2)								LOC DME																Circling 3)							
C		ft - m/km ft		260 - 600 280				480 - 1.5 500												1130 - 2.4V 1150																			
D		ft - m/km ft		270 - 600 290				480 - 1.5 500												1130 - 3.6V 1150																			
1) FD, AP or HGS required, else RVR 750m 2) With EVS 550m 3) Not Authorized BTN 245°-310° from THR04 beyond 3.0NM																																							

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RNAV (RNP) Z 04

IAC
IAC

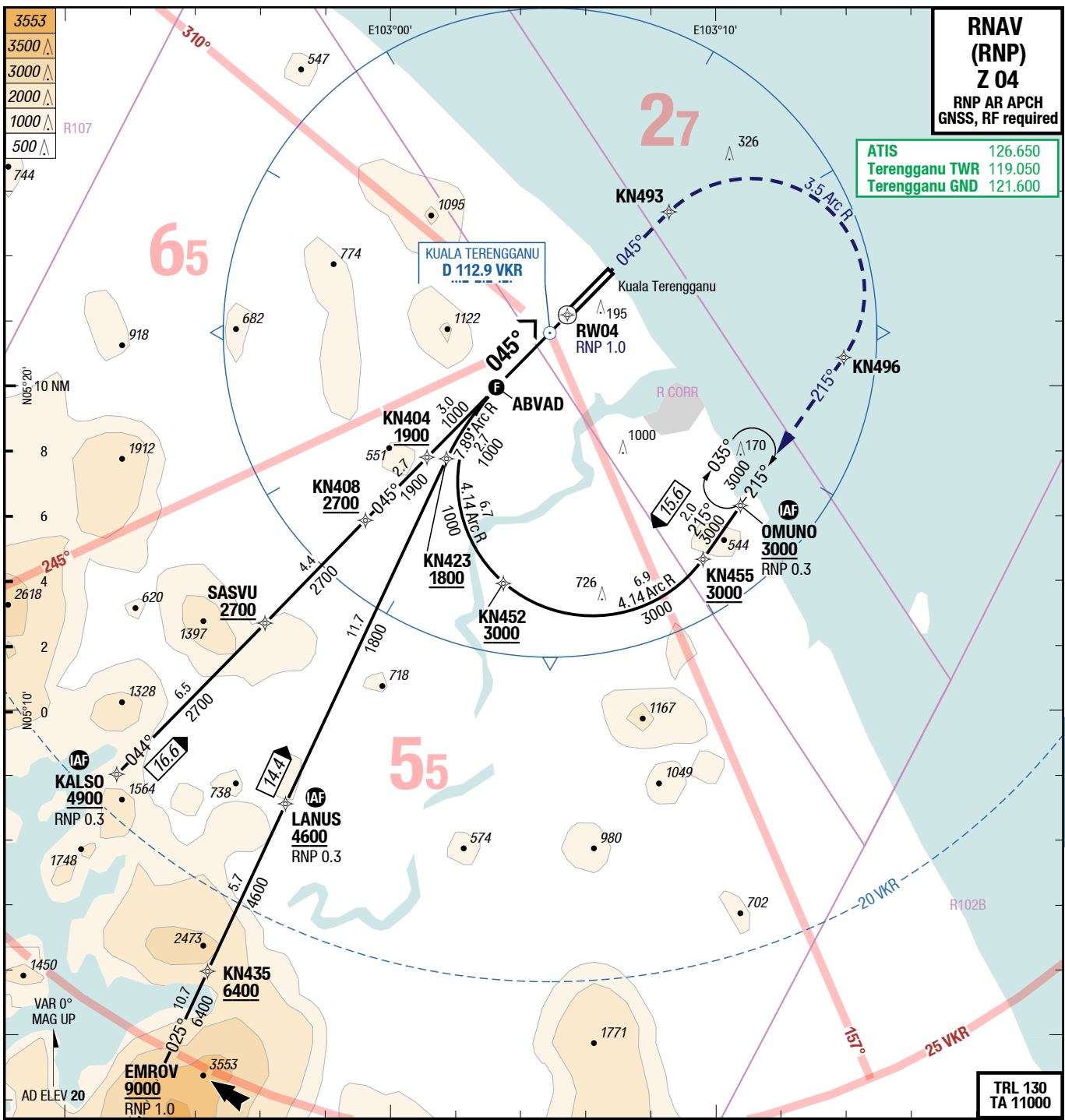
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RNAV (RNP) Z 04

RNAV (RNP) Z 04
RNP AR APCH
GNSS, RF required

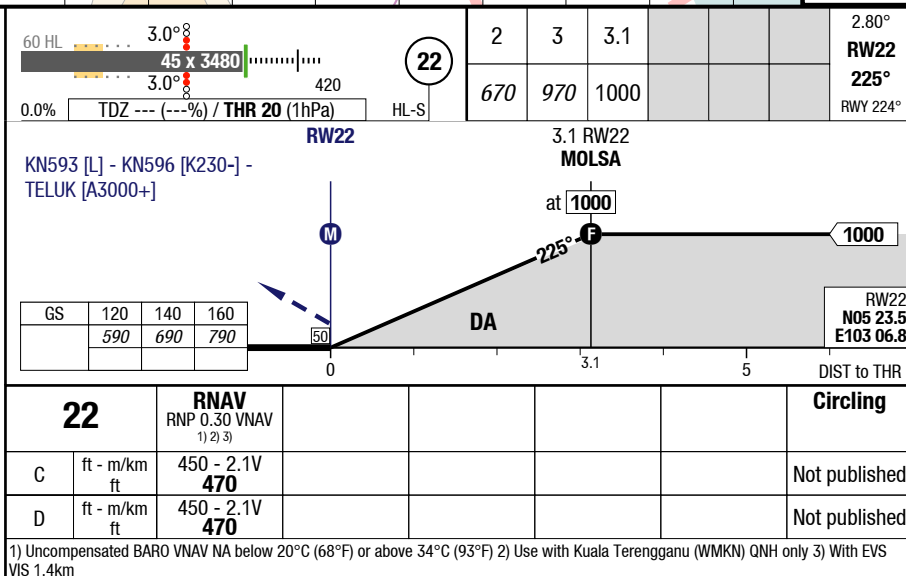
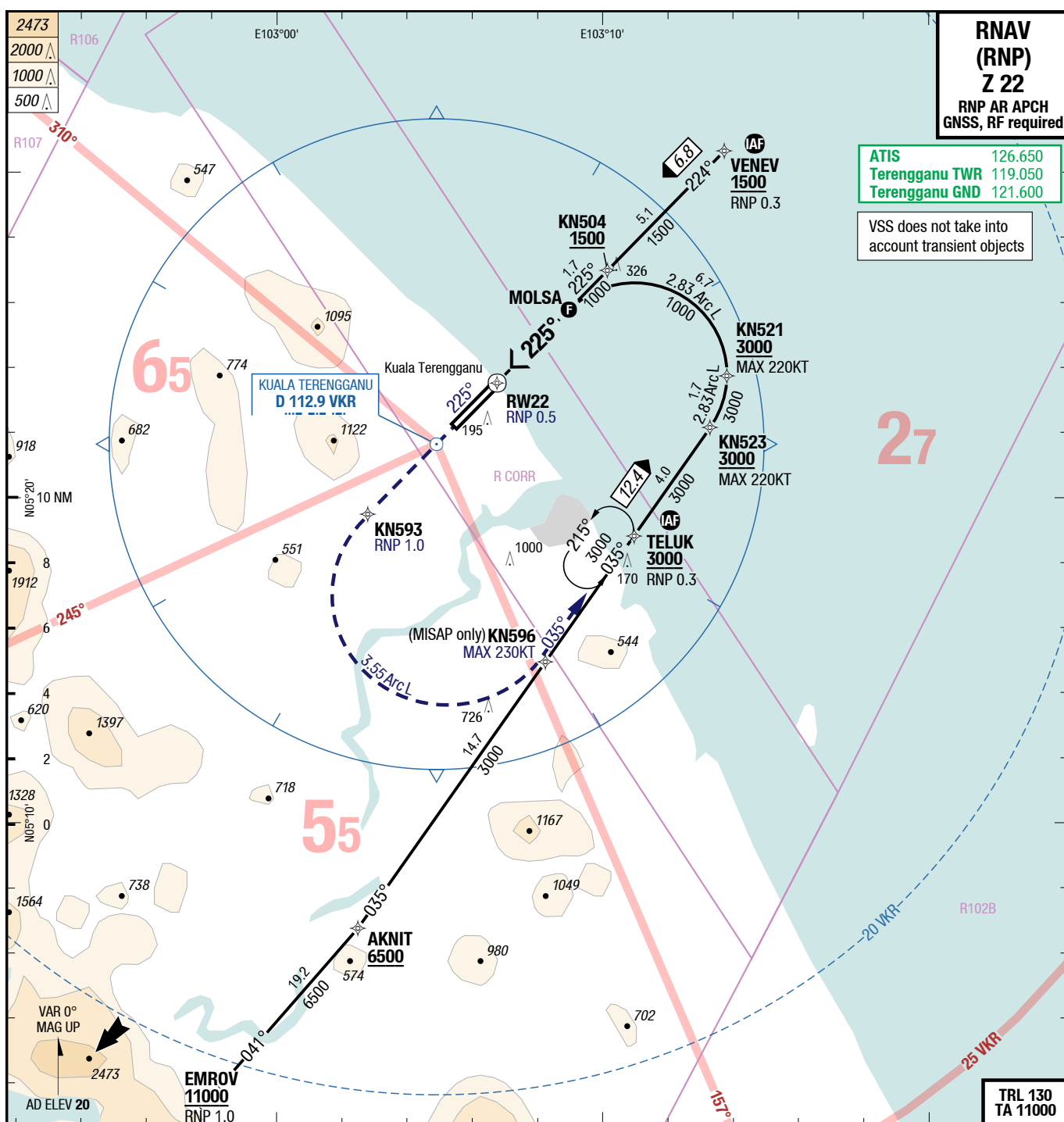
ATIS 126.650
Terengganu TWR 119.050
Terengganu GND 121.600

TRL 130
TA 11000

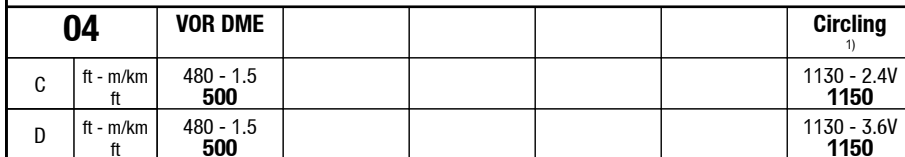


2.80° RW04 045°				3.1	3	2	60 HL	3.0°	45 x 3480	420	22
RWY 044°				1000	970	680	0.0%	TDZ --- (---%) / THR 20 (1hPa)		HL-S	
3.1 RW04 ABVAD											
at 1000											
RW04 N05 22.2 E103 05.4											
DIST TO THR 5 3.1 0											
04	RNAV	RNP 0.30 VNAV									Circling
C	ft - m/km	440 - 1.5V									Not published
D	ft - m/km	440 - 1.5V									Not published
1) Uncompensated BARO VNAV NA below 20°C (68°F) or above 34°C (93°F) 2) Use with Kuala Terengganu (WMKN) QNH only 3) With EVS VIS 1.0km											

Changes: new



VOR Z 04



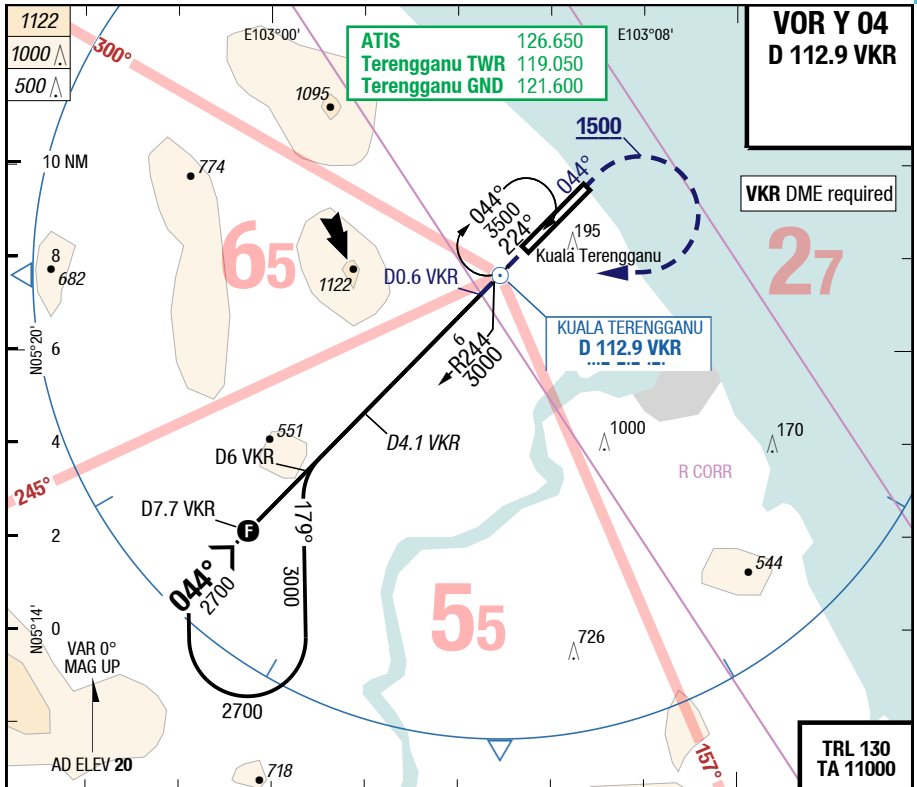
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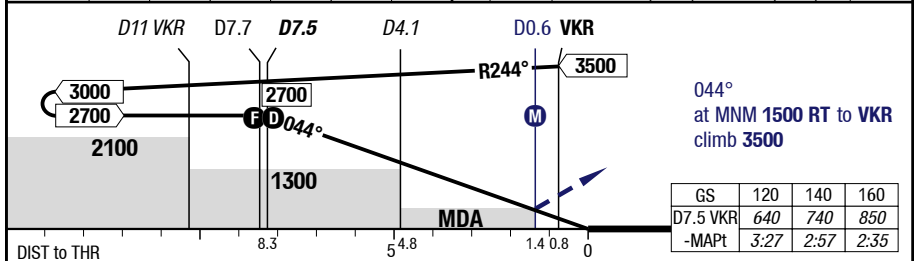
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VOR Y 04



3.00° D VKR	7.5	5	4	3	2	1	04	83.0°	60 HL
	2700	1910	1590	1270	950	630	HL-P1	3480 x 45	
								83.0°	0.0%
								THR 19 (1hPa) / TDZ 19 (---%)	



04	VOR DME					Circling ¹⁾
C	ft - m/km ft	480 - 1.5 500				1130 - 2.4V 1150
D	ft - m/km ft	480 - 1.5 500				1130 - 3.6V 1150

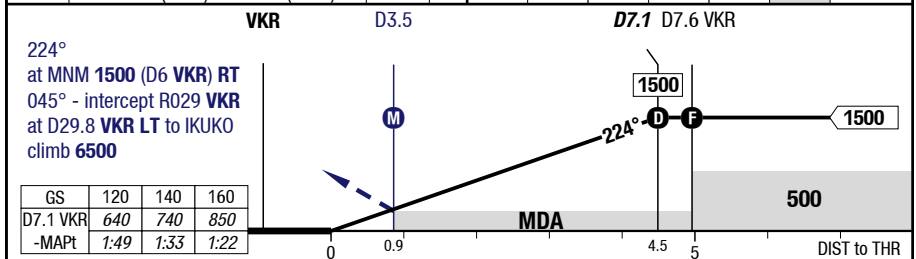
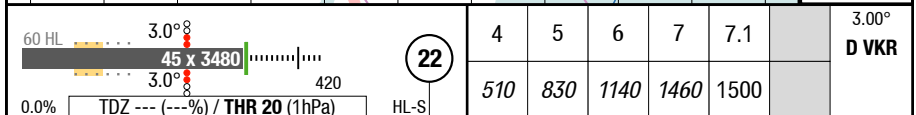
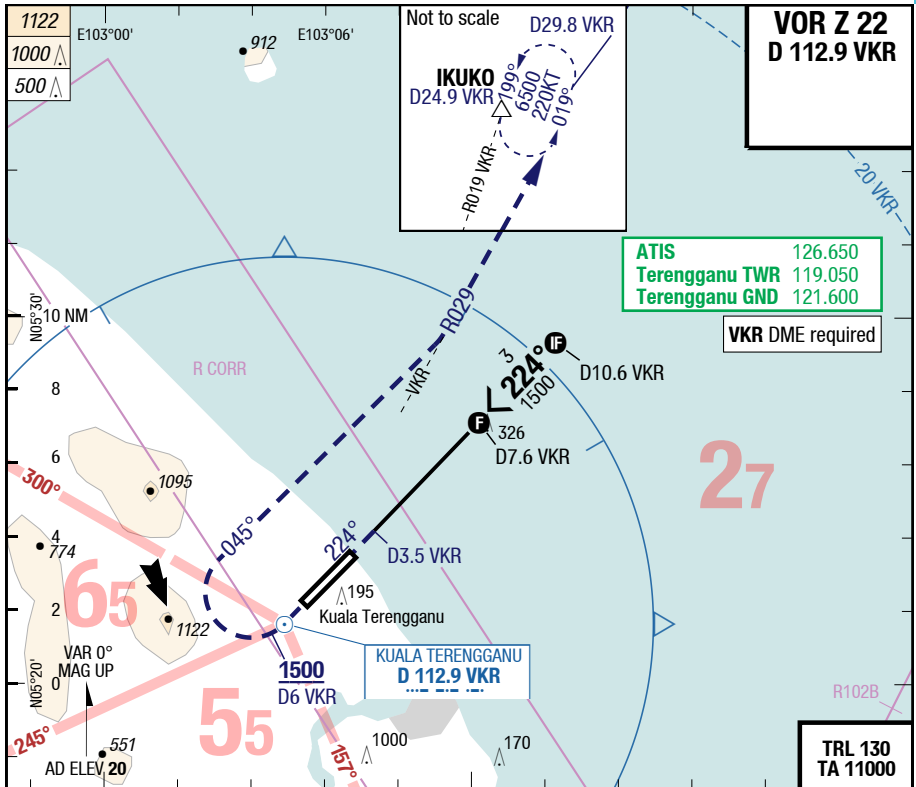
1) Not Authorized BTN 245°-310° from THR04 beyond 3.0NM

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7-70

VOR Z 22



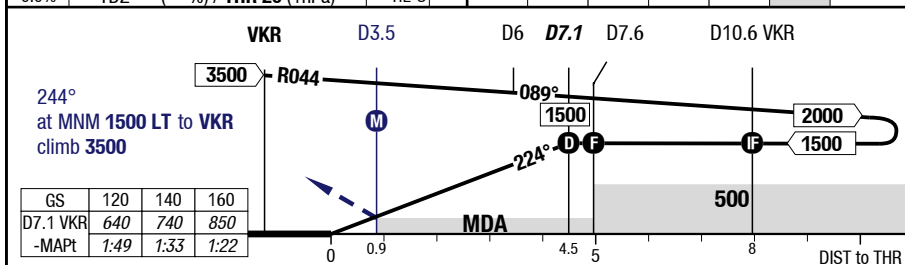
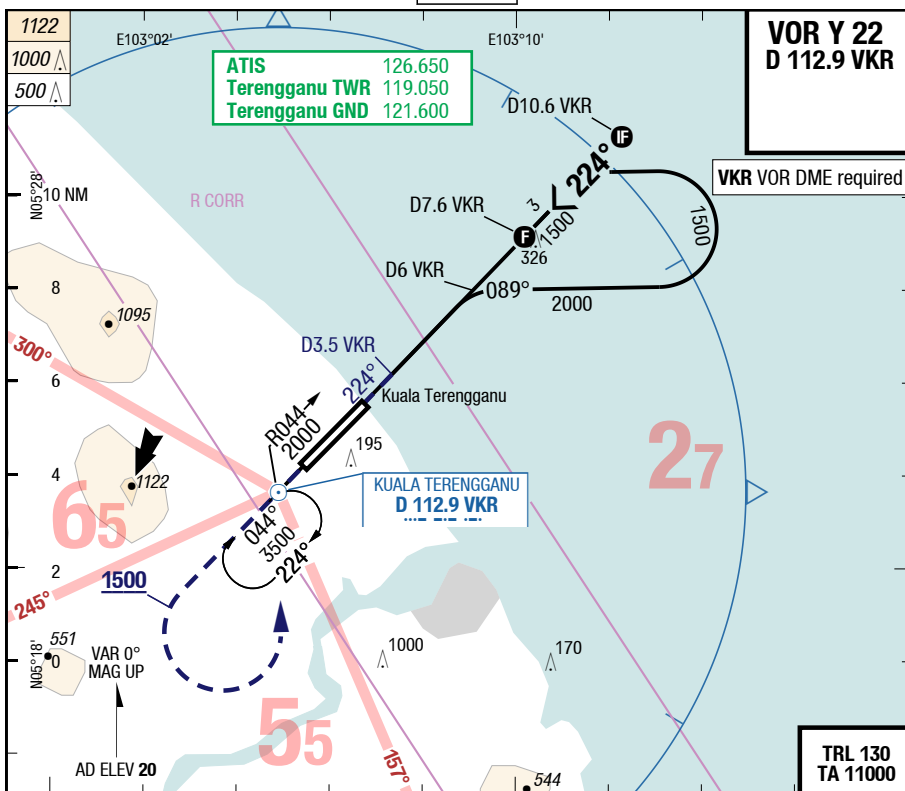
22	VOR DME						Circling ¹⁾
C	ft - m/km ft	260 - 800 280					1130 - 2.4V 1150
D	ft - m/km ft	260 - 800 280					1130 - 3.6V 1150

1) Not Authorized BTN 245°-310° from THR04 beyond 3.0NM

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VOR Y 22



22		VOR DME					Circling 1)
C	ft - m/km ft	260 - 800 280					1130 - 2.4V 1150
D	ft - m/km ft	260 - 800 280					1130 - 3.6V 1150

1) Not Authorized BTN 245°-310° from THRO4 beyond 3.0NM