

GENERAL

Operational Hours

ATS Hours / AD Operator Hours: 2200-1400

Airport Information

RFF: CAT 8

PCN: RWY 14/32: 79/F/G/X/T

Operation

RWY Restriction

180° lock-wheel turns are prohibited on RWY.

TWY Restriction

TWY A-G CLSD for civil ACFT due to non-compliance of LCN and PCN.

Taxi/Parking

Visual Docking Guidance System (VDGS) for Bay 1-4.

Warnings

Unauthorized kite flying 3NM west of AD.

Birds in vicinity of AD.

ARRIVAL

Communication

COM Failure

Under Pilot NAV: Continue on STAR and land.

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

Arrival Procedure

Noise Abatement Procedure

Unless specially approved, pilots are not to infringe the following airspace below 1000ft AMSL:

The bomb dump (BAT 3) on the eastern side of RWY.

The working areas of the Base Headquarters.

Petronas Methanol Plant Flare.

Bukit Kubong.

Nukleus Labuan Hospital.

VFR Traffic Pattern: RWY 32 right-hand circuit.

Non-standard GP intercept position on RWY 14

GP intercepts RWY 14 at *314m / 1030ft* after landing threshold.

Remaining DIST beyond GP is *2431m / 7976ft*.

DEPARTURE

Take-off Minima

| RWY | | 32 | |
|----------|-----------|---------------|---------|
| All ACFT | ft - m/km | 0 - 400R/400v | HJ only |
| | | 0 - 800R/800v | HN |

| RWY | | 14 | |
|----------|-----------|----------|---------|
| All ACFT | ft - m/km | 0 - 400v | HJ only |
| | | 0 - 800v | HN |

Communication

COM Failure

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.

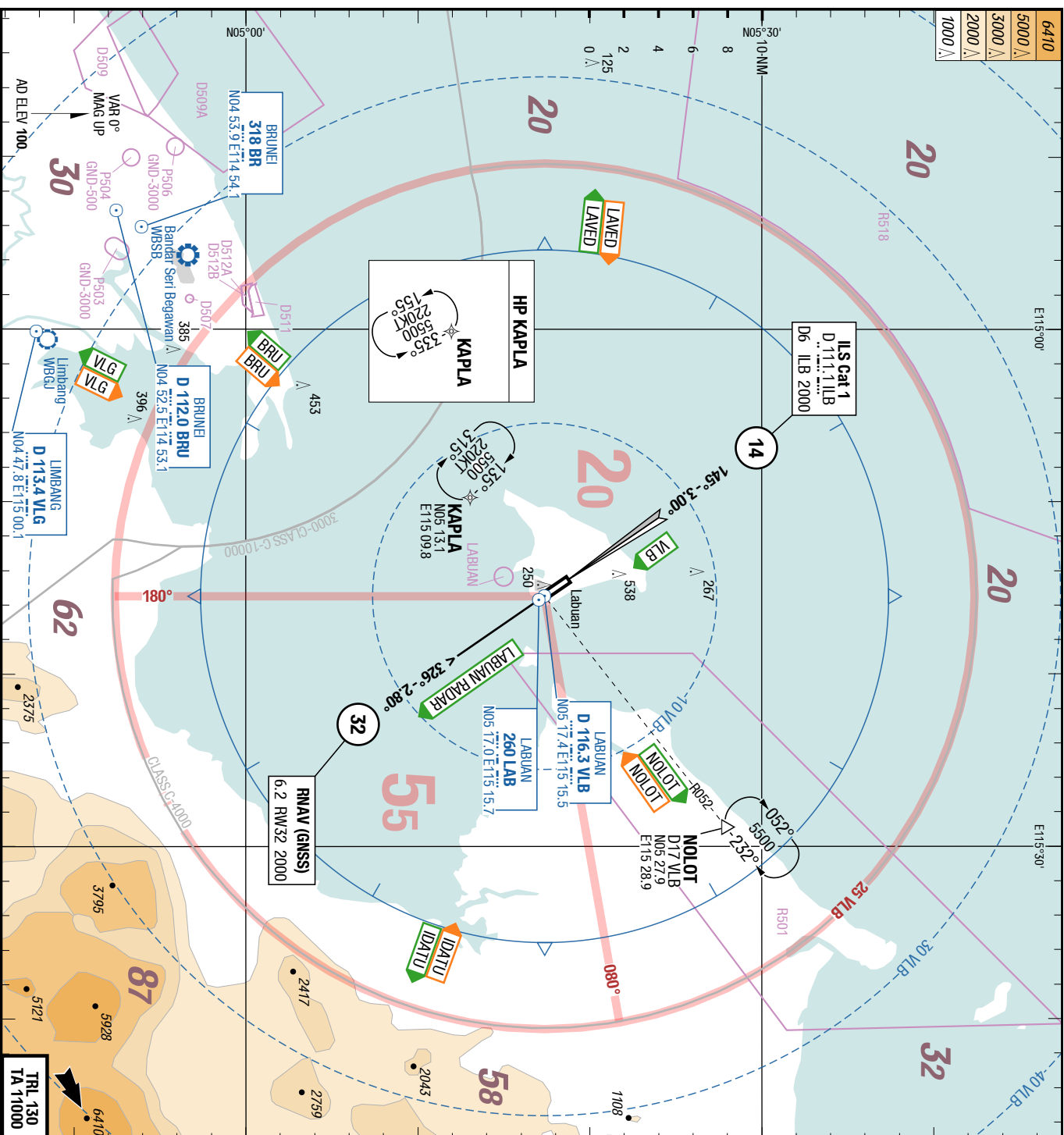
LBU-WBKL

AGC
AFC

AFC

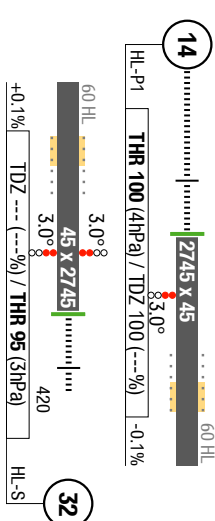
AFC

AGC
AFC



| | | |
|------|---------|----|
| ATIS | 126.850 | HO |
| APP | 119.700 | HO |
| TWR | 118.100 | HO |
| GND | 118.350 | HO |

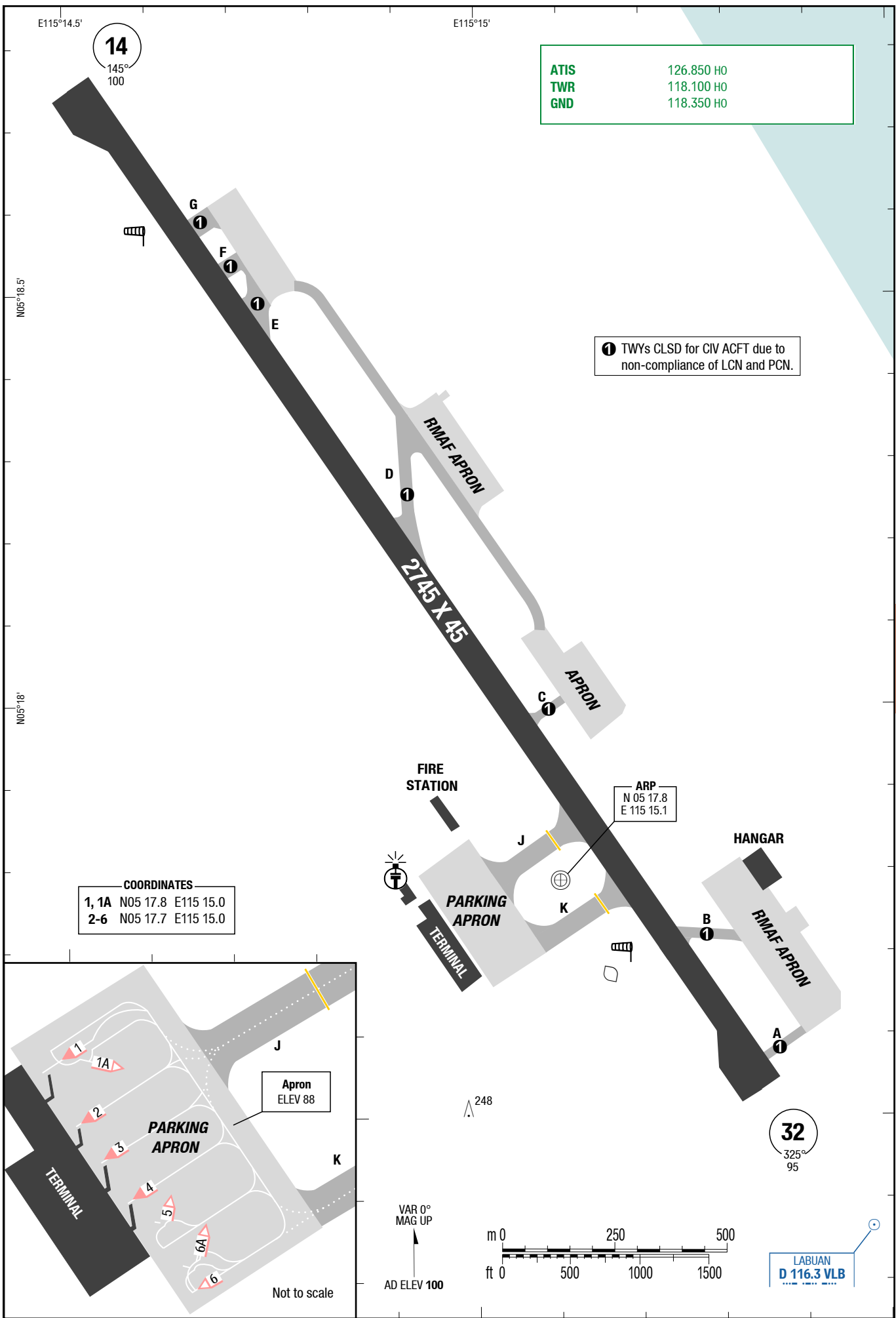
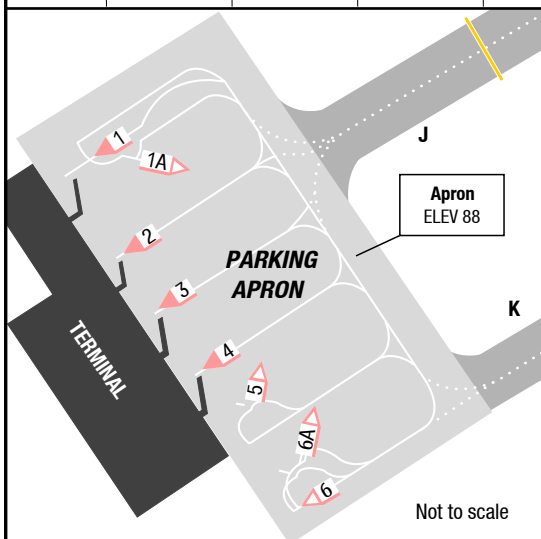
Landing RWY system:



| | |
|------|------------|
| ATIS | 126.850 HO |
| TWR | 118.100 HO |
| GND | 118.350 HO |

① TWYs CLSD for CIV ACFT due to non-compliance of LCN and PCN.

| COORDINATES | | | |
|-------------|----------|-----------|--|
| 1, 1A | N05 17.8 | E115 15.0 | |
| 2-6 | N05 17.7 | E115 15.0 | |



Changes: Declared distances

29-MAR-2018

LBU-WBKL

4-10

Malaysia Labuan

RNAV SIDs RWY 32

RNAV SIDs RWY 14

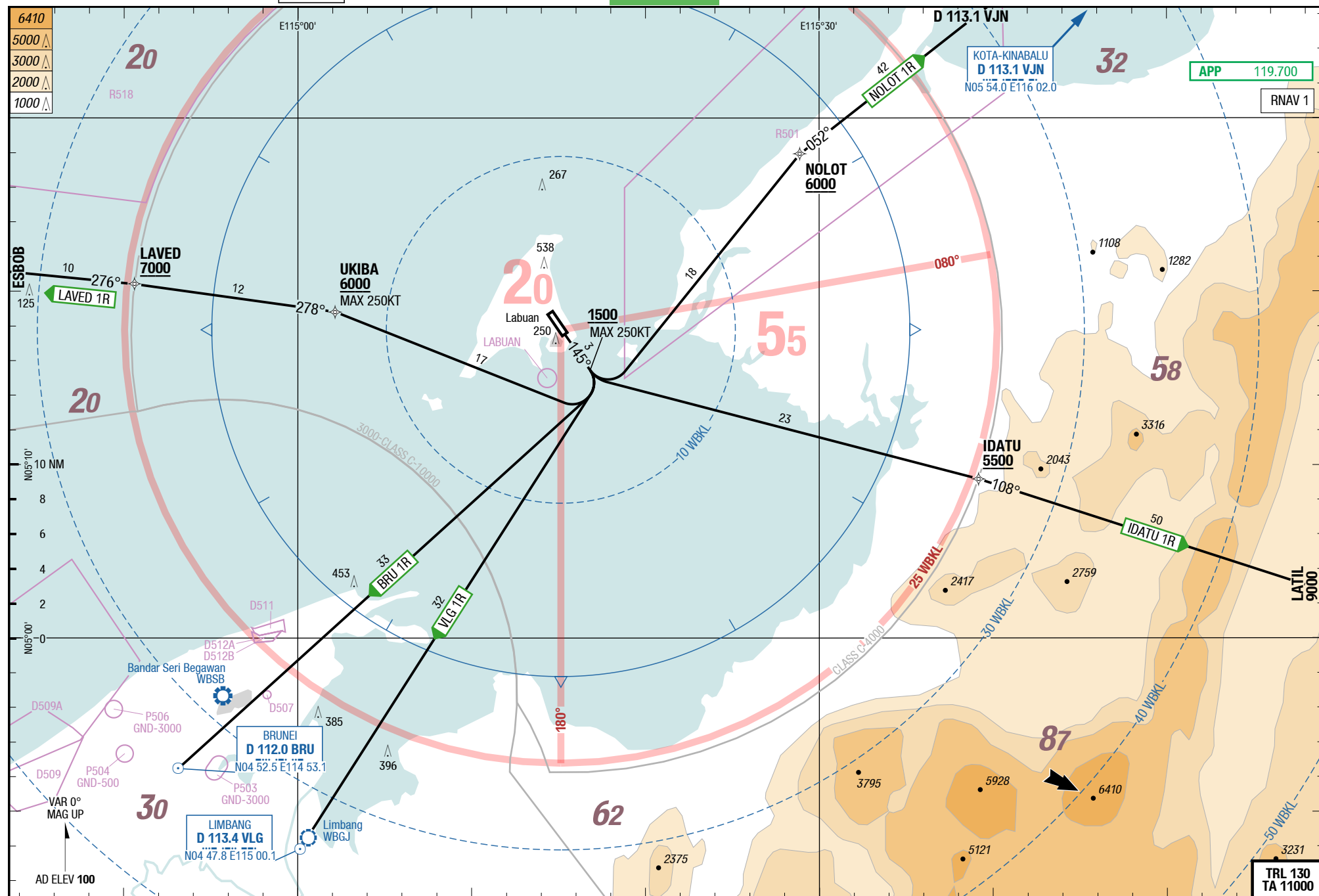
SID

SID

Labuan Malaysia

RNAV SIDs RWY 32

RNAV SIDs RWY 14



Changes: MSA, OBST, AD ELEV, Editorial

29-MAR-2018

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4-20

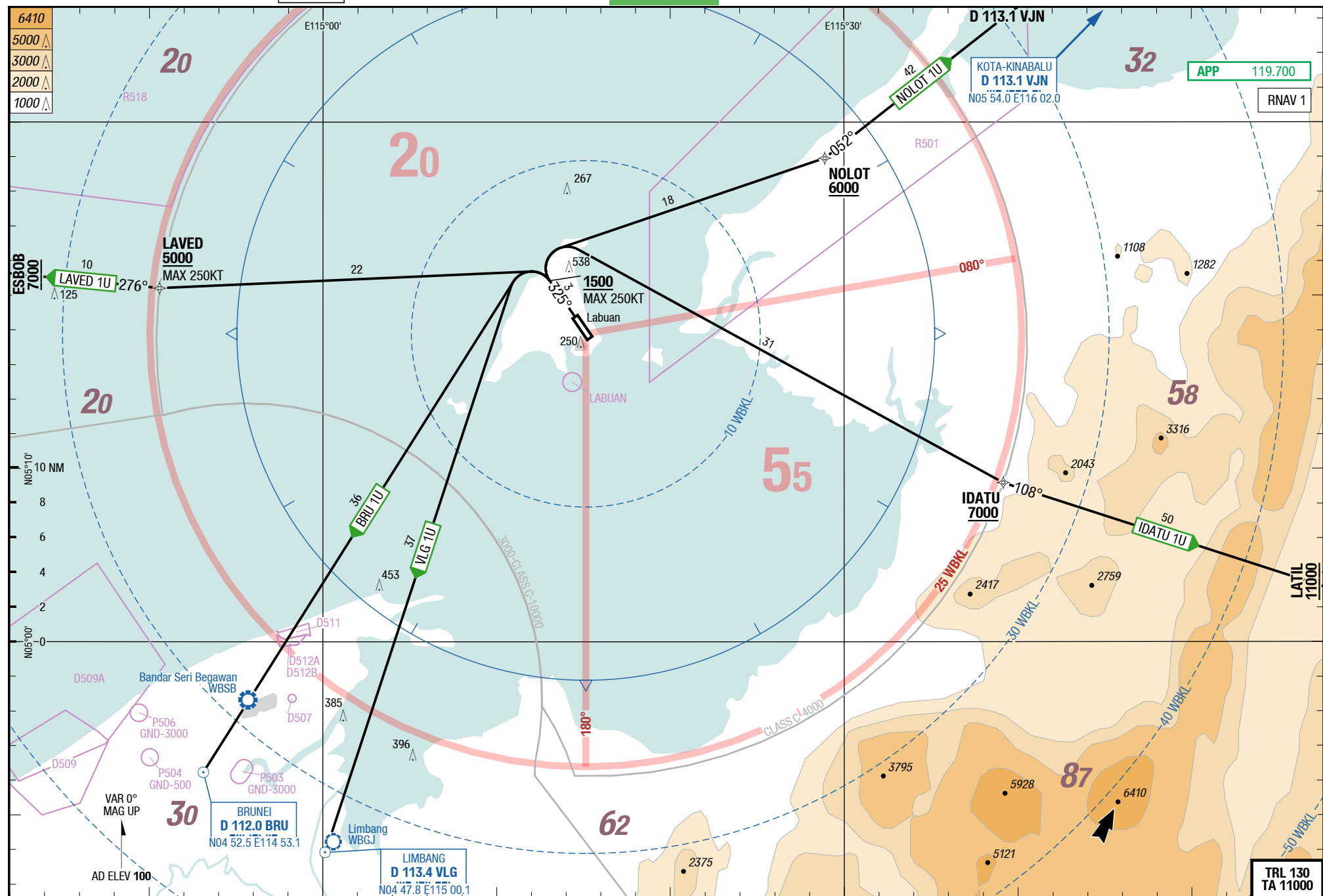
RNAV SIDs RWY 32

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Labuan Malaysia

RNAV SIDs RWY 32



29-MAR-2018

LBU-WBKL

4-30

Malaysia Labuan

SIDs RWY 32

SIDs RWY 14

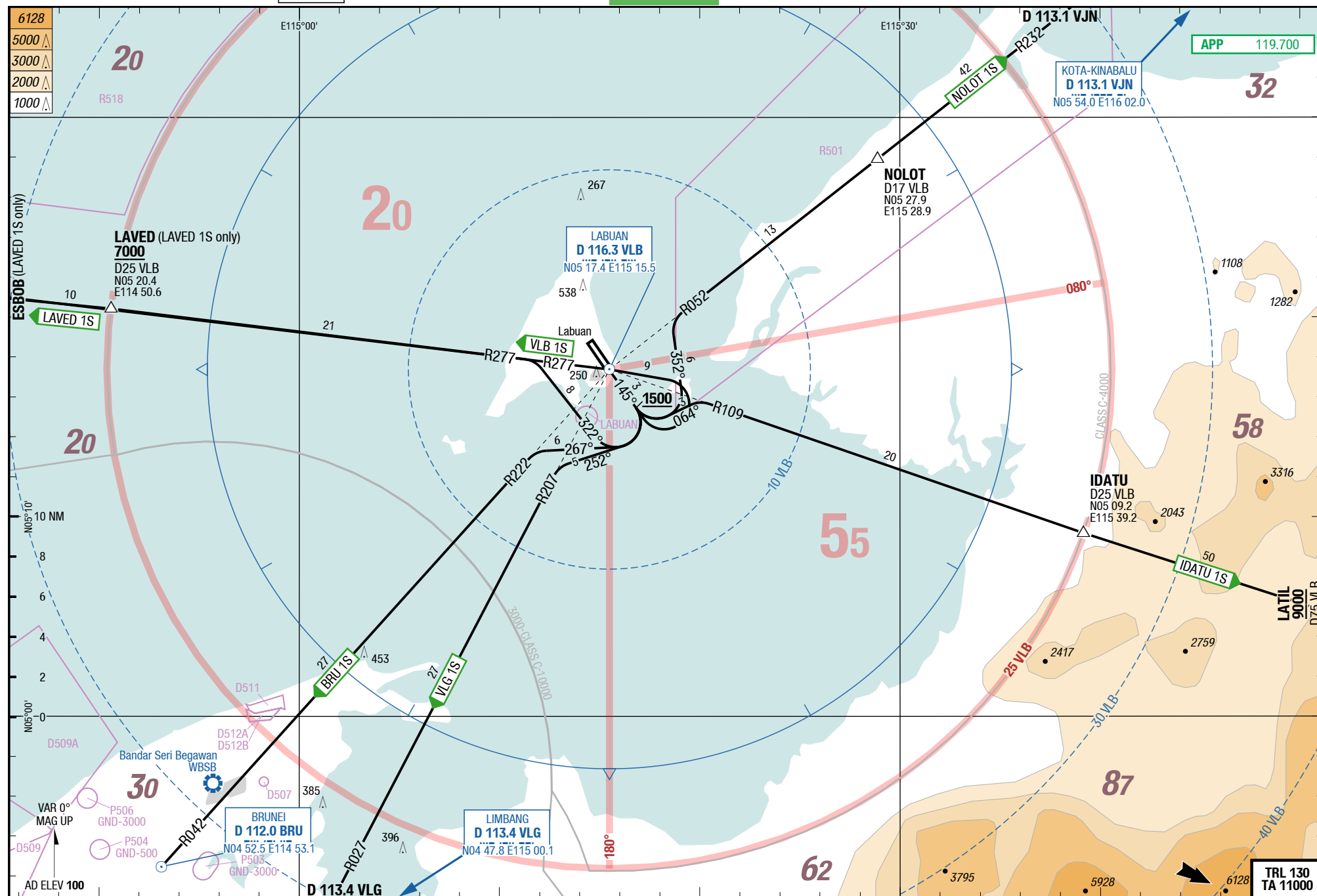
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Labuan Malaysia

SIDs RWY 32

SIDs RWY 14



Changes: OBST, AD ELEV

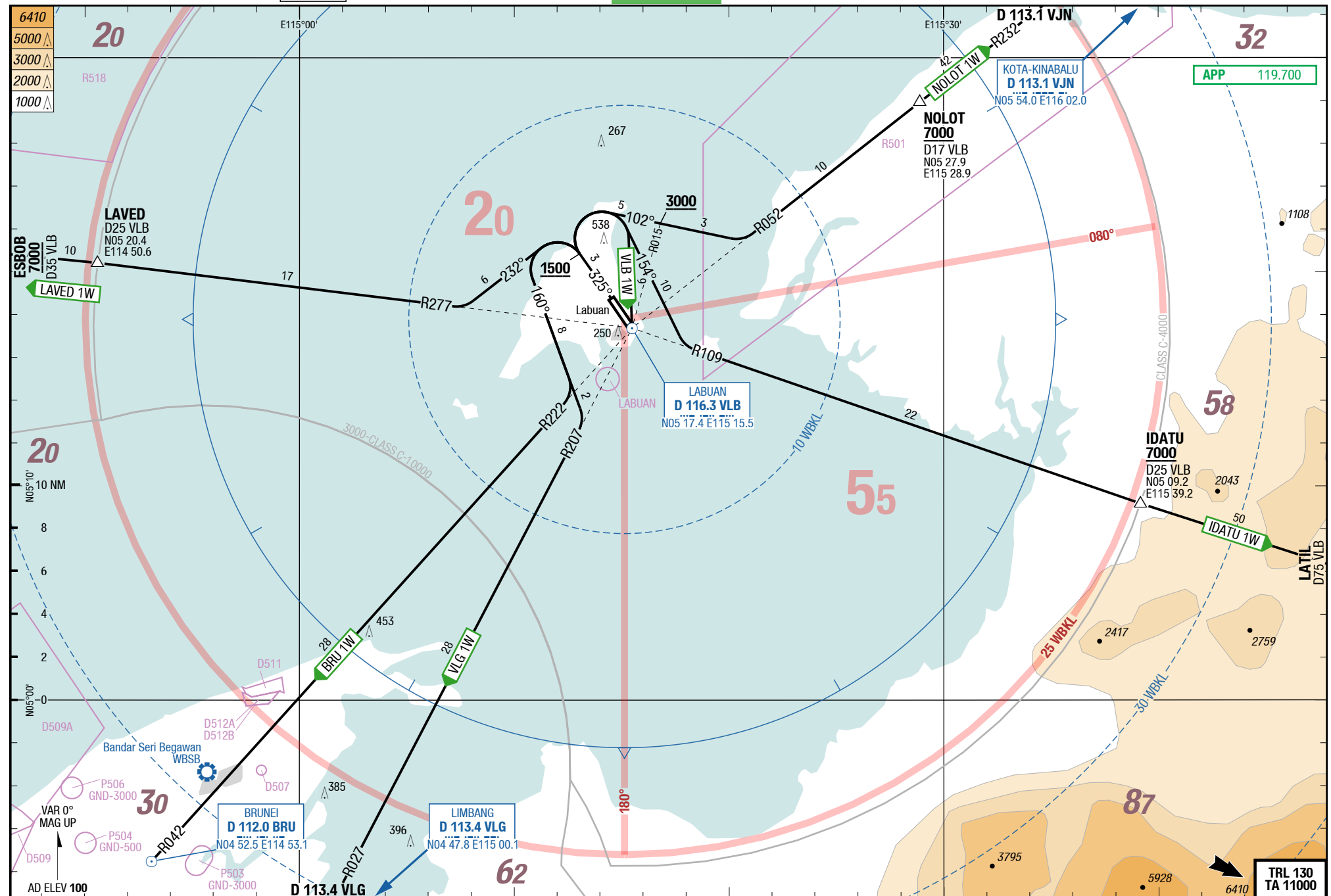
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SIDs RWY 32

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SIDs RWY 32



Changes: MSA, OBST, AD ELEV

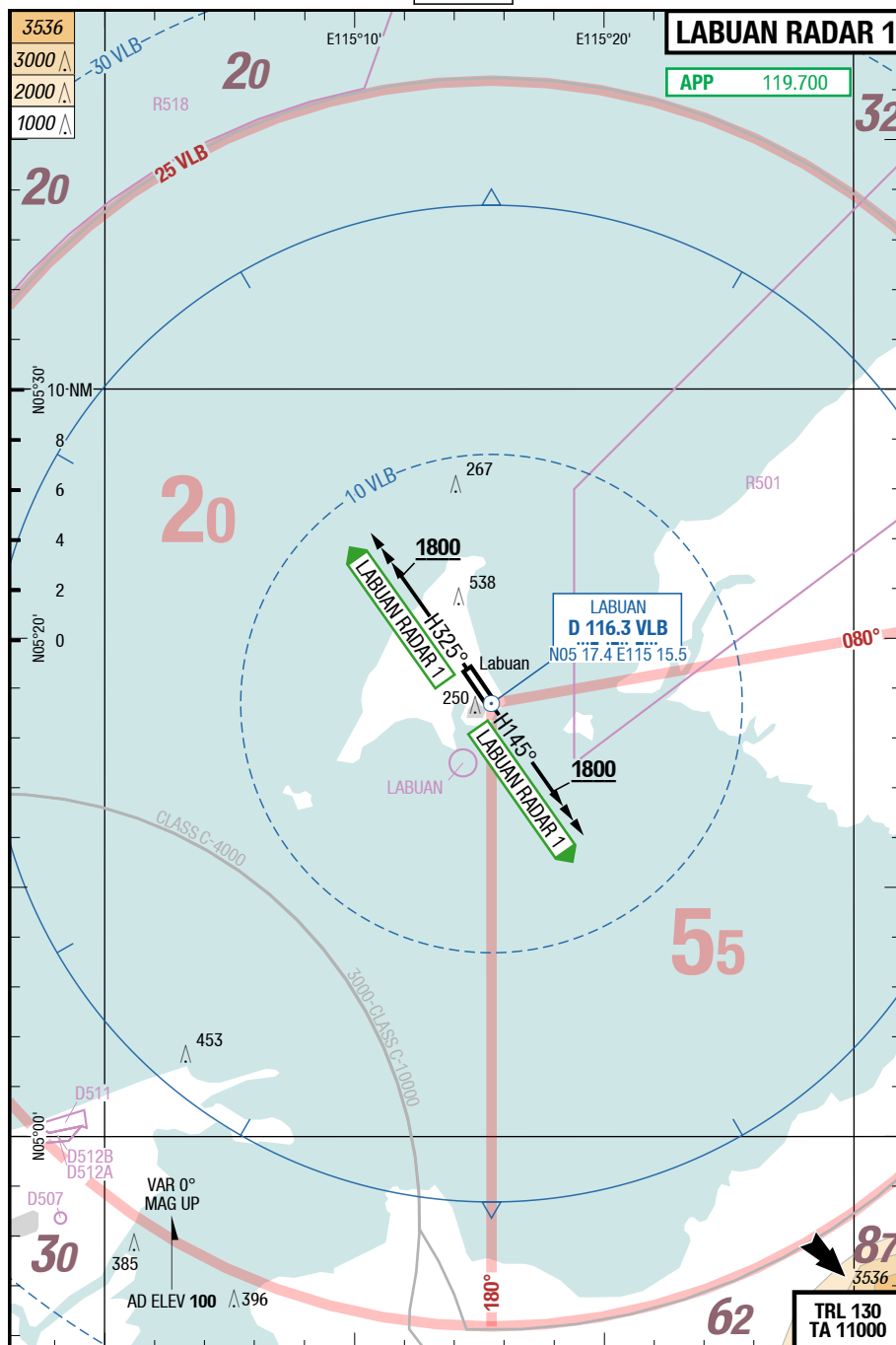
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4-50

LABUAN RADAR 1

SID



Changes: OBST, AD ELEV

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BRUNEI 1R / IDATU 1R / LAVED 1R / LIMBANG 1R / NOLOT 1R
RWY 14 (145°)

| DESIGNATOR | ROUTING | ALTITUDES |
|--|--|--|
| | Runway 14 | |
| BRUNEI 1R BRU 1R 119.700 | [A1500+ ;K250- ;R] - BRU | |
| IDATU 1R 119.700 | [A1500+ ;K250- ;L] - IDATU - LATIL | IDATU MNM 5500 LATIL MNM 9000 |
| LAVED 1R 119.700 | [A1500+ ;K250- ;R] - UKIBA [K250-] - LAVED - ESB0B | UKIBA MNM 6000 LAVED MNM 7000 |
| LIMBANG 1R VLG 1R 119.700 | [A1500+ ;K250- ;R] - VLG | |
| NOLOT 1R 119.700 | [A1500+ ;K250- ;L] - NOLOT - VJN | NOLOT MNM 6000 |

BRUNEI 1U / IDATU 1U / LAVED 1U / LIMBANG 1U / NOLOT 1U
RWY 32 (325°)

| DESIGNATOR | ROUTING | ALTITUDES |
|--|--|---|
| | Runway 32 | |
| BRUNEI 1U BRU 1U 119.700 | [A1500+ ;K250- ;L] - BRU | |
| IDATU 1U 119.700 | [A1500+ ;K250- ;R] - IDATU - LATIL | IDATU MNM 7000 LATIL MNM 11000 |
| LAVED 1U 119.700 | [A1500+ ;K250- ;L] - LAVED [K250-] - ESB0B | LAVED MNM 5000 ESB0B MNM 7000 |
| LIMBANG 1U VLG 1U 119.700 | [A1500+ ;K250- ;L] - VLG | |
| NOLOT 1U 119.700 | [A1500+ ;K250- ;R] - NOLOT - VJN | NOLOT MNM 6000 |

BRUNEI 1S / IDATU 1S / LABUAN 1S / LAVED 1S / LIMBANG 1S / NOLOT 1S
RWY 14 (145°)

| | | | | | | | |
|------|--------|-----|------|------|------|------|------|
| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
| 6.1% | ft/MIN | 800 | 1000 | 1200 | 1300 | 1500 | 1700 |

| DESIGNATOR | ROUTING | ALTITUDES |
|--|---|-----------------------|
| BRUNEI 1S BRU 1S 119.700 | at MNM 1500 RT 267° - LT intercept R222 VLB to BRU | |
| IDATU 1S 6.1% to 9000 119.700 | at MNM 1500 LT 064° - RT intercept R109 VLB to IDATU - LATIL | LATIL MNM 9000 |
| LABUAN 1S VLB 1S 119.700 | at MNM 1500 LT direct VLB - R277 VLB outbound | |
| LAVED 1S 119.700 | at MNM 1500 RT 322° - LT intercept R277 VLB to LAVED - ESB0B | LAVED MNM 7000 |
| LIMBANG 1S VLG 1S 119.700 | at MNM 1500 RT 252° - LT intercept R207 VLB to VLG | |
| NOLOT 1S 119.700 | at MNM 1500 LT 352° - RT intercept R052 VLB to NOLOT - VJN | |

BRUNEI 1W / IDATU 1W / LABUAN 1W / LAVED 1W / LIMBANG 1W / NOLOT 1W
RWY 32 (325°)

| DESIGNATOR | ROUTING | ALTITUDES |
|--|---|---|
| BRUNEI 1W BRU 1W 119.700 | at MNM 1500 LT 160° - RT intercept R222 VLB to BRU | |
| IDATU 1W 119.700 | at MNM 1500 RT 154° - LT intercept R109 VLB to IDATU - LATIL | IDATU MNM 7000 |
| LABUAN 1W VLB 1W 119.700 | at MNM 1500 RT direct VLB | |
| LAVED 1W 119.700 | at MNM 1500 LT 232° - RT intercept R277 VLB to LAVED - ESB0B | ESB0B MNM 7000 |
| LIMBANG 1W VLG 1W 119.700 | at MNM 1500 LT 160° - RT intercept R207 VLB to VLG | |
| NOLOT 1W 119.700 | at MNM 1500 RT 102° - LT intercept R052 VLB to NOLOT - VJN | crossing R015 VLB MNM 3000 NOLOT MNM 7000 |

LABUAN RADAR 1

RWYs 14 (145°) / 32 (325°)

After take-off, contact APP

| DESIGNATOR | ROUTING | ALTITUDES |
|-----------------------------------|--|-----------|
| | Runway 14 | |
| LABUAN RADAR 1 119.700 | HDG 145° - at MNM 1800 turn to assigned HDG | |
| | Runway 32 | |
| LABUAN RADAR 1 119.700 | HDG 325° - at MNM 1800 turn to assigned HDG | |

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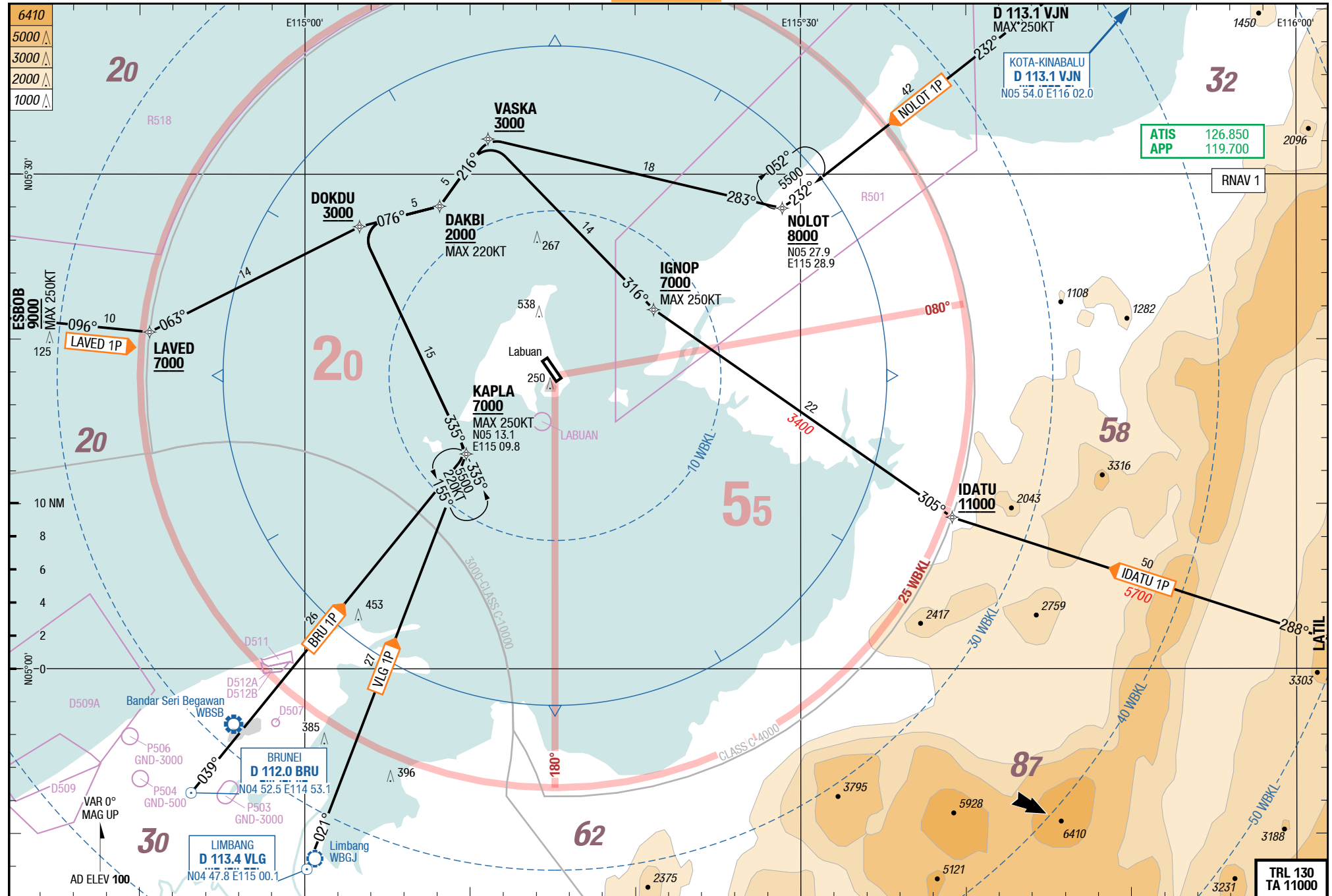
6-10

Malaysia Labuan
RNAV STARs RWY 32
RNAV STARs RWY 14

STAR

STAR

Labuan Malaysia
RNAV STARs RWY 32
RNAV STARs RWY 14



Changes: MSA, OBST, AD ELEV, Editorial

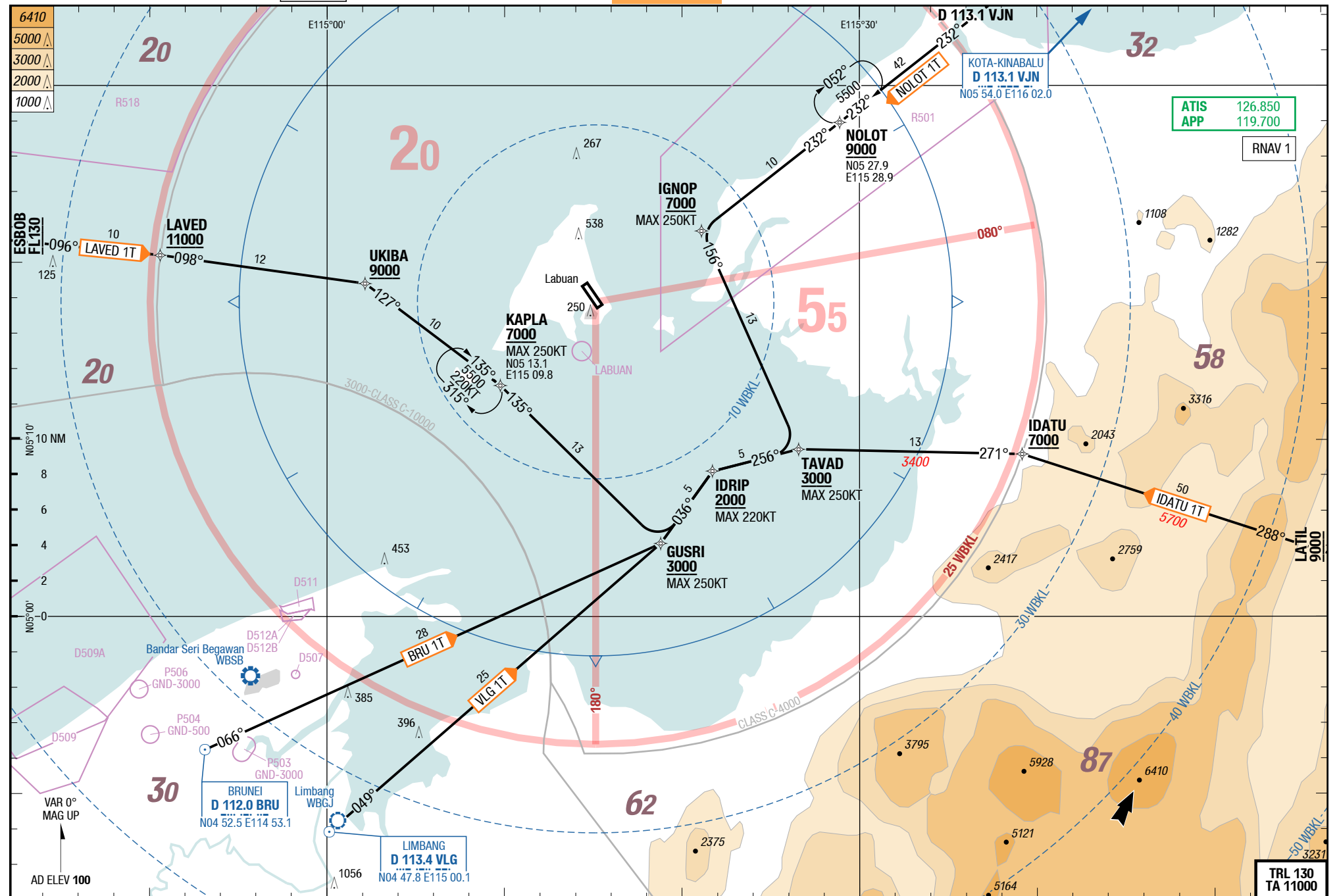
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RNAV STARs RWY 32

STAR

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RNAV STARs RWY 32



Changes: MSA, OBST, AD ELEV, Editorial

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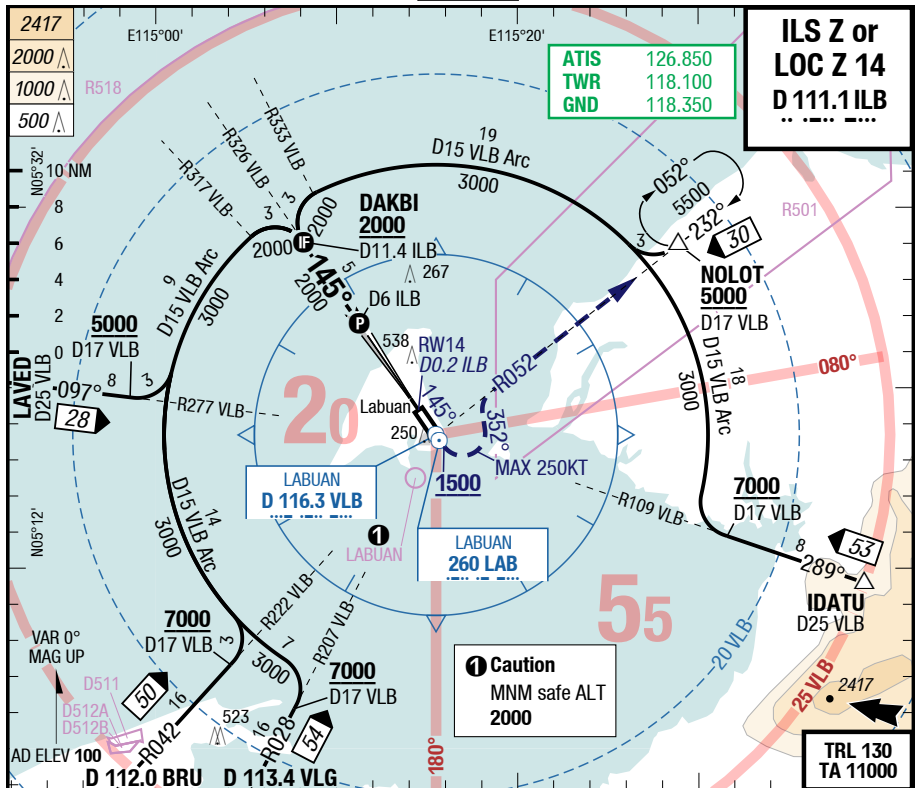
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7-10

Malaysia Labuan

ILS Z or LOC Z 14

IAC



| | | | | | | | |
|-----------|--|------|------|------|------|-----|--|
| LOC 3.00° | | 6 | 5 | 4 | 3 | 2 | |
| D ILB | | | | | | | |
| | | 2000 | 1690 | 1370 | 1050 | 730 | |

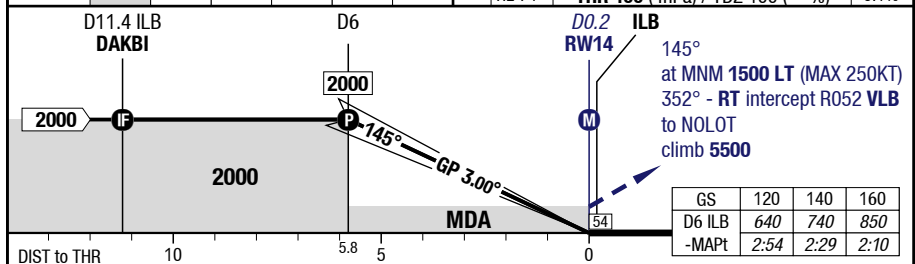
14

60 HL

2745 x 45

83.0°

THR 100 (4hPa) / TDZ 100 (---%) -0.1%



| 14 | Cat 1 DME 1) | LOC DME | | | Circling 2) |
|----|-----------------|------------------|------------------|--|-------------------|
| C | ft - m/km ft | 240 - 550 340 | 440 - 1.3 540 | | 800 - 2.4V 900 |
| D | ft - m/km ft | 250 - 550 350 | 440 - 1.3 540 | | 800 - 3.6V 900 |

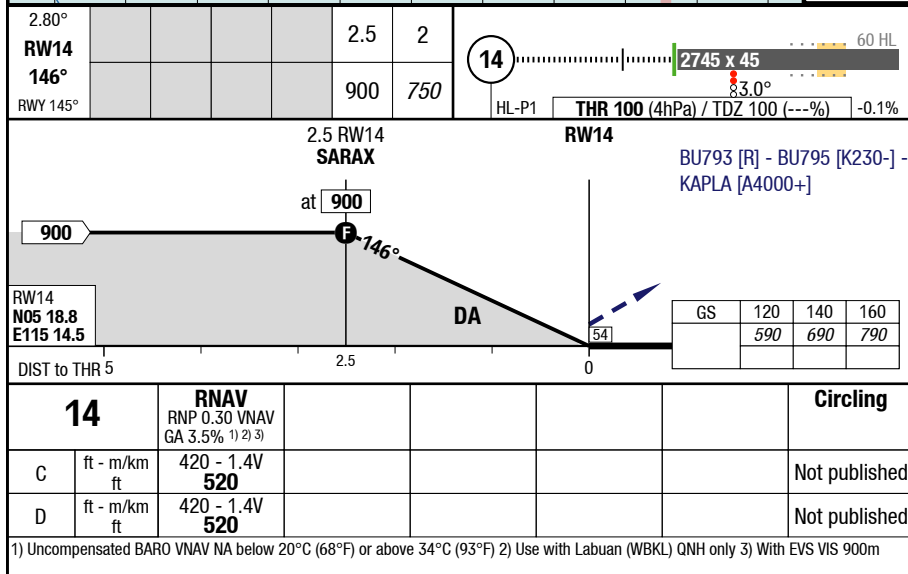
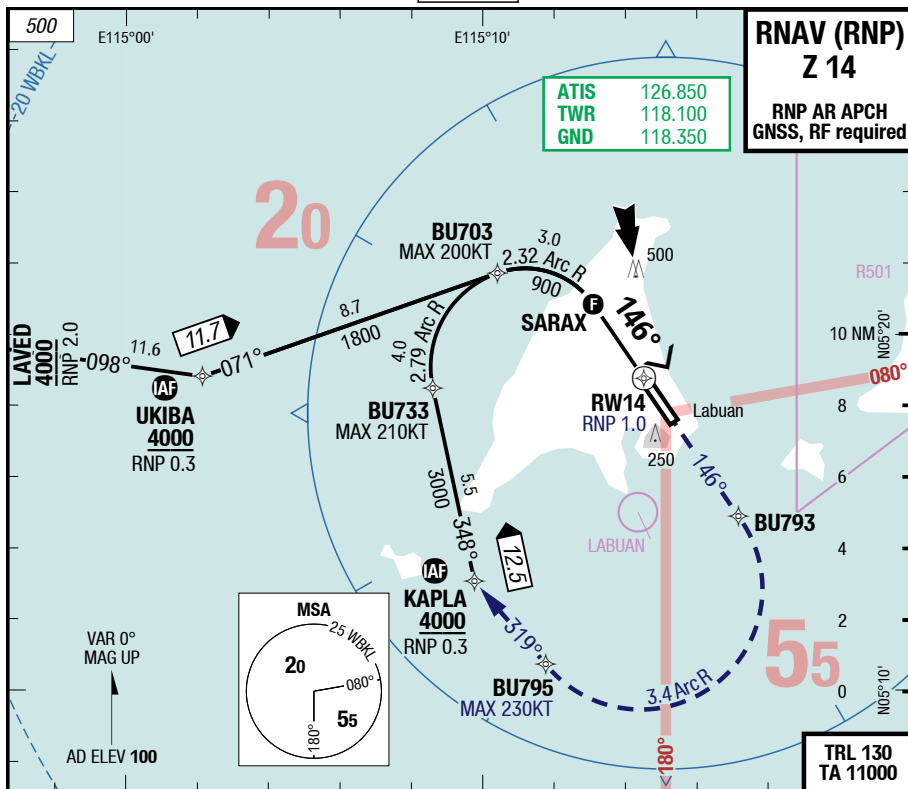
1) FD or AP or HGS to DA required, else use 750m RVR
 2) BTN 225°-170° clockwise from THR RWY 14 only

Changes: APL, OBST, AD ELEV

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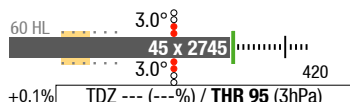
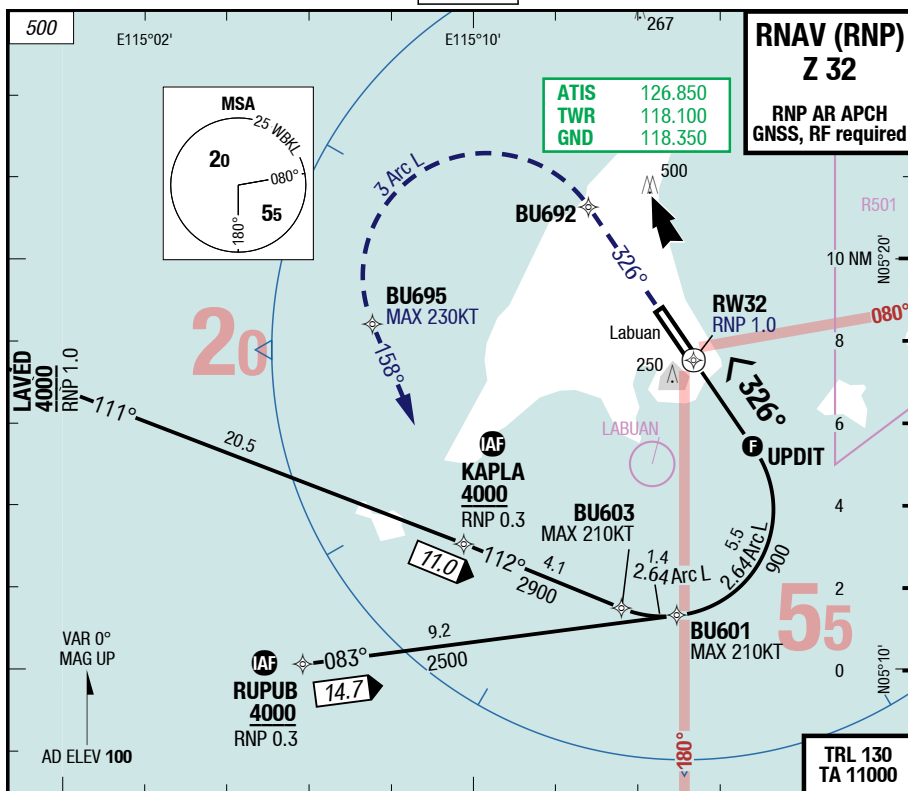
7-30

RNAV (RNP) Z 14



7-40

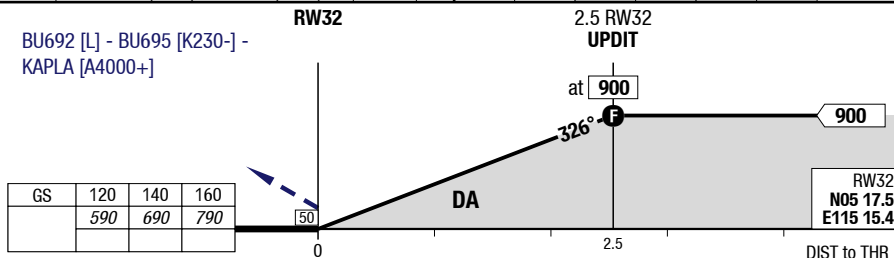
RNAV (RNP) Z 32



32

| | | | | | | | |
|-----|-----|--|--|--|--|--|--------------------------|
| 2 | 2.5 | | | | | | 2.80° |
| 740 | 900 | | | | | | RW32 326° RWY 325° |

BU692 [L] - BU695 [K230-] -
KAPLA [A4000+]



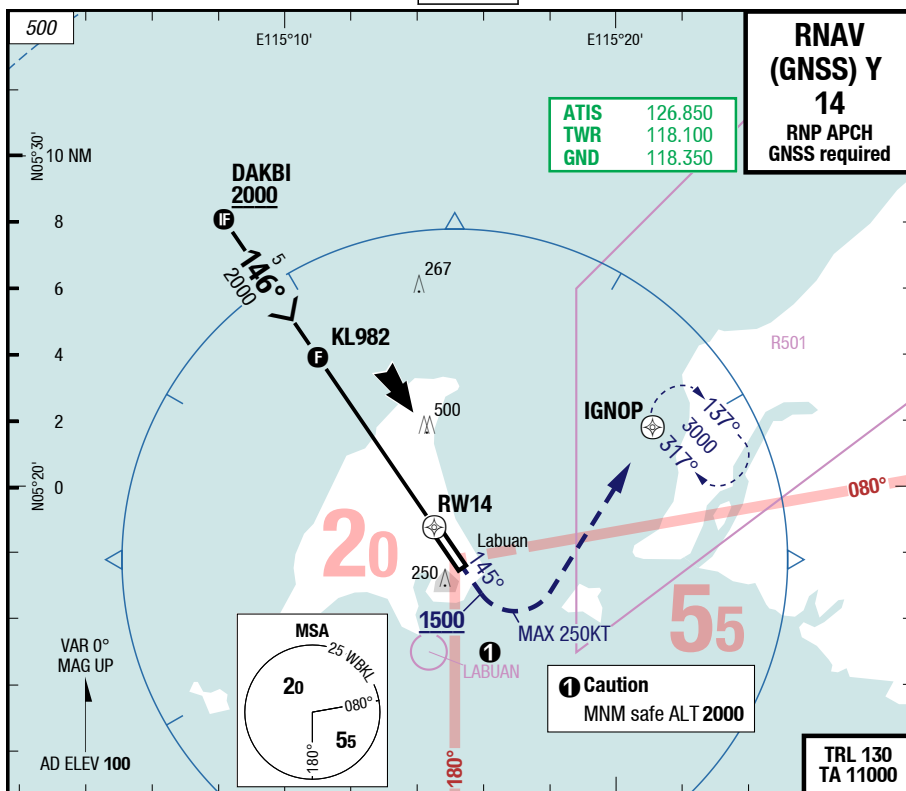
| 32 | | RNAV RNP 0.30 VNAV GA 3.3% 1) 2) 3) | | | | | Circling |
|----|-----------------|---|--|--|--|--|---------------|
| C | ft - m/km ft | 420 - 1.9V 520 | | | | | Not published |
| D | ft - m/km ft | 420 - 1.9V 520 | | | | | Not published |

1) Uncompensated BARO VNAV NA below 20°C (68°F) or above 34°C (93°F) 2) Use with Labuan (WBKL) QNH only 3) With EVS VIS 1.3km

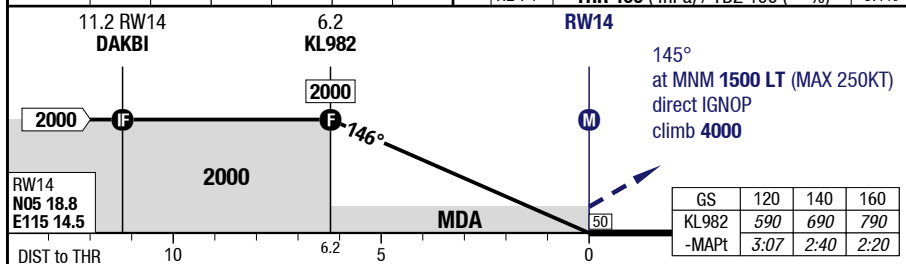
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7-50

RNAV (GNSS) Y 14



| | | | | | | | | | |
|--|------|------|------|------|------|-----|-------|---------------------------------|-------|
| 2.80° RW14 146° RWY 145° | 6.2 | 6 | 5 | 4 | 3 | 2 | 14 | 2745 x 45 | 60 HL |
| | 2000 | 1940 | 1640 | 1340 | 1050 | 750 | HL-P1 | THR 100 (4hPa) / TDZ 100 (---%) | -0.1% |



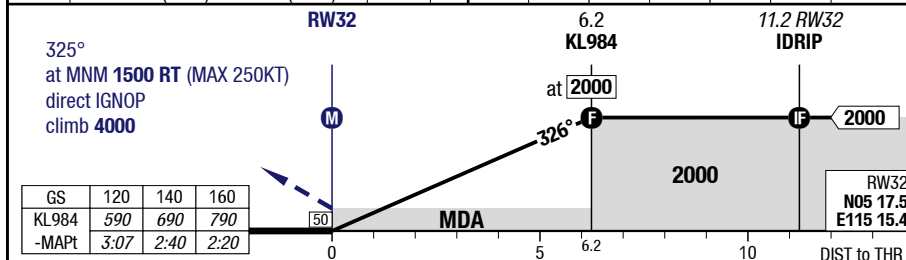
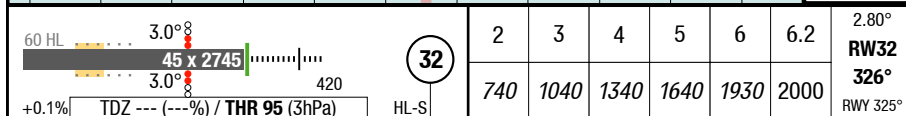
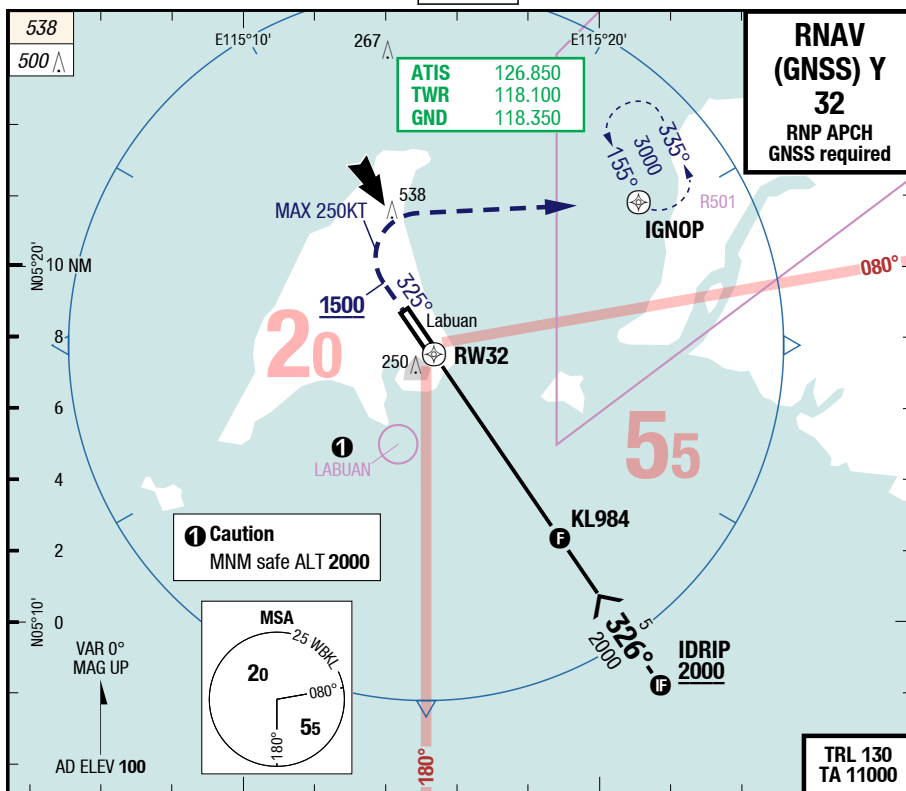
| 14 | RNAV GNSS VNAV 1) 2) 3) | RNAV GNSS LNAV 2) | | | | Circling 4) |
|----|-------------------------------------|-------------------------|--|--|--|-------------------|
| C | ft - m/km ft 280 - 750 380 | 440 - 1.3 540 | | | | 800 - 2.4V 900 |
| D | ft - m/km ft 290 - 750 390 | 440 - 1.3 540 | | | | 800 - 3.6V 900 |

1) Uncompensated BARO VNAV NA below 20°C (68°F) or above 40°C (104°F) 2) Use with Labuan (WBKL) QNH only 3) With EVS 550m
4) BTN 225°-170° clockwise from THR RWY 14 only

Changes: ALT, Page Number, OBST

RNAV (GNSS) Y 32

7-60



| 32 | | RNAV GNSS VNAV 1) 2) | RNAV GNSS LNAV 2) | | | Circling 3) |
|-----------|-----------------|-----------------------------------|--------------------------------|--|--|--------------------------|
| C | ft - m/km ft | 360 - 1.2 450 4) | 390 - 1.4 480 | | | 800 - 2.4V 900 |
| D | ft - m/km ft | 370 - 1.3 460 5) | 390 - 1.4 480 | | | 800 - 3.6V 900 |

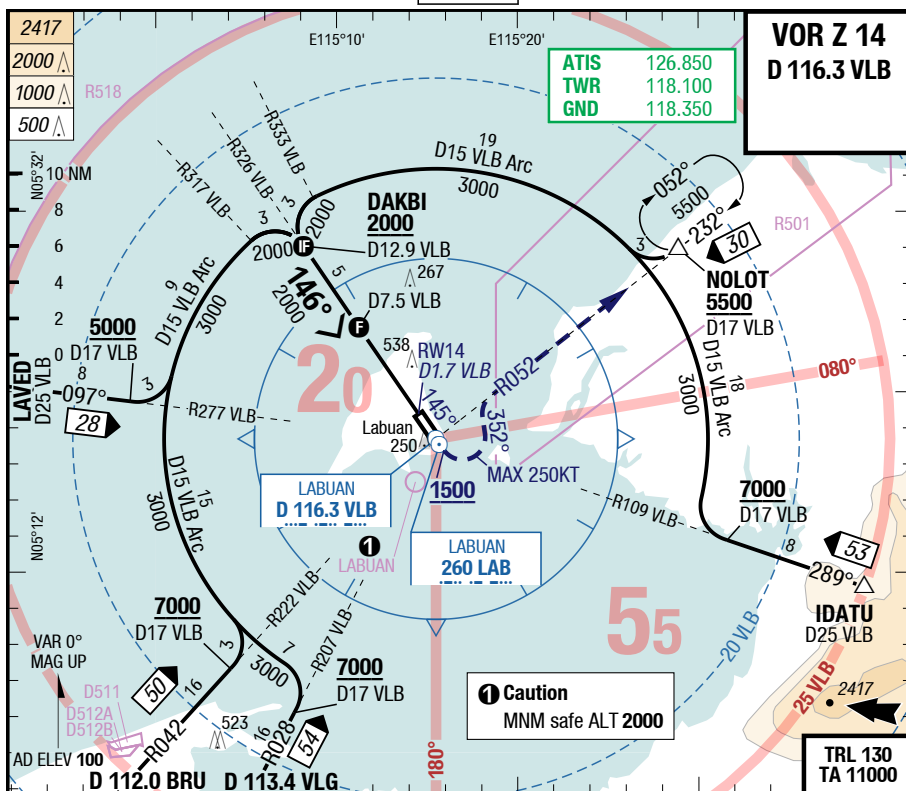
1) Uncompensated BARO VNAV NA below 20°C (68°F) or above 40°C (104°F) 2) Use with Labuan (WBKL) QNH only 3) BTN 225°-170° clockwise from THR RWY 14 only 4) With EVS 800m 5) With EVS 900m

Changes: Page Number

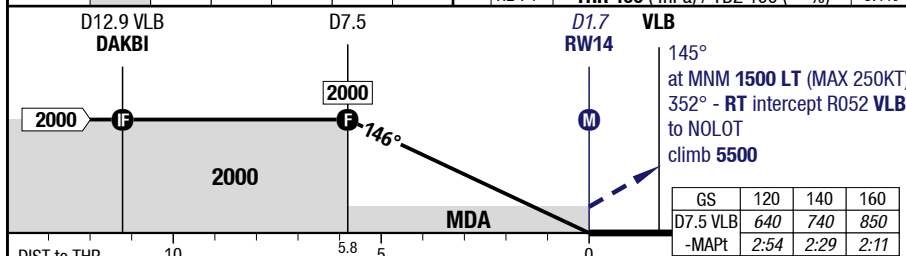
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7-70

VOR Z 14

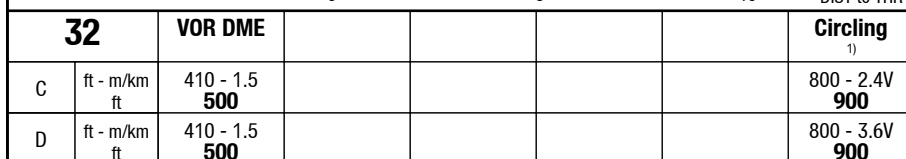


| | | | | | | | |
|---|--|------|------|------|------|-----|--|
| 3.00° | | 7.5 | 7 | 6 | 5 | 4 | |
| D VLB 146° RWY 145° | | 2000 | 1850 | 1530 | 1210 | 890 | |



| | | | | | | |
|-----------|-----------------|-------------------------|--|--|--|--------------------------|
| 14 | | VOR DME | | | | Circling 1) |
| C | ft - m/km ft | 440 - 1.3 540 | | | | 800 - 2.4V 900 |
| D | ft - m/km ft | 440 - 1.3 540 | | | | 800 - 3.6V 900 |

1) BTN 225°-170° clockwise from THR RWY 14 only



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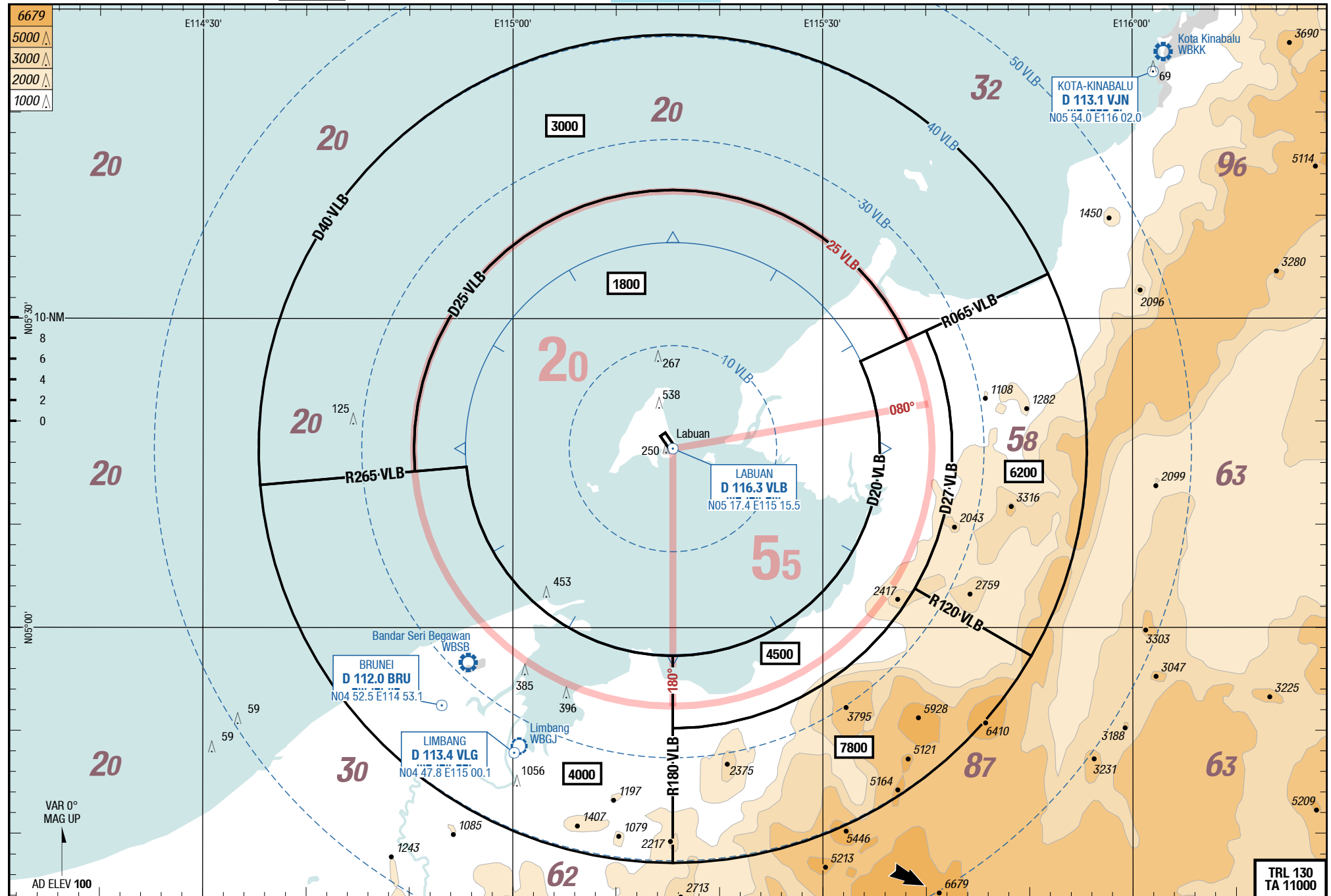
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8-10

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Changes: OBST, AD ELEV