

**GENERAL****ATS Hours**

H24

**Airport Information****RFF:** CAT 9**Fuel:** 2045-1600**PCN:** RWY 07/25: 82/F/C/X/T**Customs:** 2300-1700**Operation****RWY Restriction**

No lock wheel turning at any turning point on RWY 25/07.

**Taxi/ Parking**

MD11/DC10 use HLDG point on CL 123m / 403ft from HLDG point C to avoid jet blast to Hornbill building.

Contact ATC for taxiing instructions prior to entering the manoeuvring Area. ATC clearance will be issued on taxiing.

ACFT at power-in/out configuration shall start-up and taxi at MNM PWR until clearing the appropriate blast zone.

Marshaller on APN compulsory.

Simultaneous movement of ACFT prohibited at adjacent parking stands.

Visual Docking Guidance System (VDGS) and nose-in guidance for Bay 1-9.

At stand A4 power-in/power-out AVBL for ATR72 and below.

Bay 26-32 push-back only.

All Bays are PWR-in.

**Warnings**

Do not fly below 1500ft over Kuching town, unless using marine alighting area.

Release of radio sonde at 1100 and 2300.

Birds in vicinity of AD.

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

Under Pilot NAV: Continue on STAR and land.

Under RADAR VECTORING: Maintain vector for 1min, if below MSA, climb to MSA, then track to intercept cleared or previous assigned STAR and land.

**DEPARTURE****Take-off Minima**

RWY		07/25	
All ACFT	ft - m/km	0 - 400v	-

**Communication**

Contact director after airborne as soon as practicable before passing 2000ft on FREQ 120.200 and report:

- SID IDENT or assigned HDG
- Last LVL vacated to the nearest 100ft and the assigned ALT

**COM Failure****RWY 07 and RWY 25**

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 from GND 5min before ENG start-up.

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2-10

Malaysia Kuching

AGC  
AFC

AFC

AFC

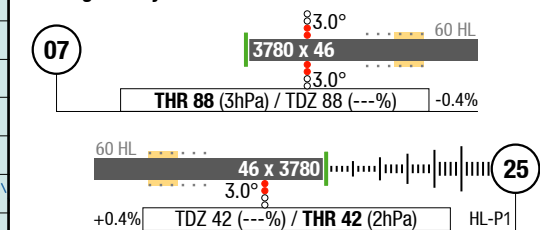
Kuching Malaysia

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ATIS	128.400
Info	134.750 HJ
RAD	120.200 (TWR/APP) 134.500 (CTL)
TWR	118.100
GND	121.900
	123.850 (TWR/APP) 125.350 (CTL)
	121.700

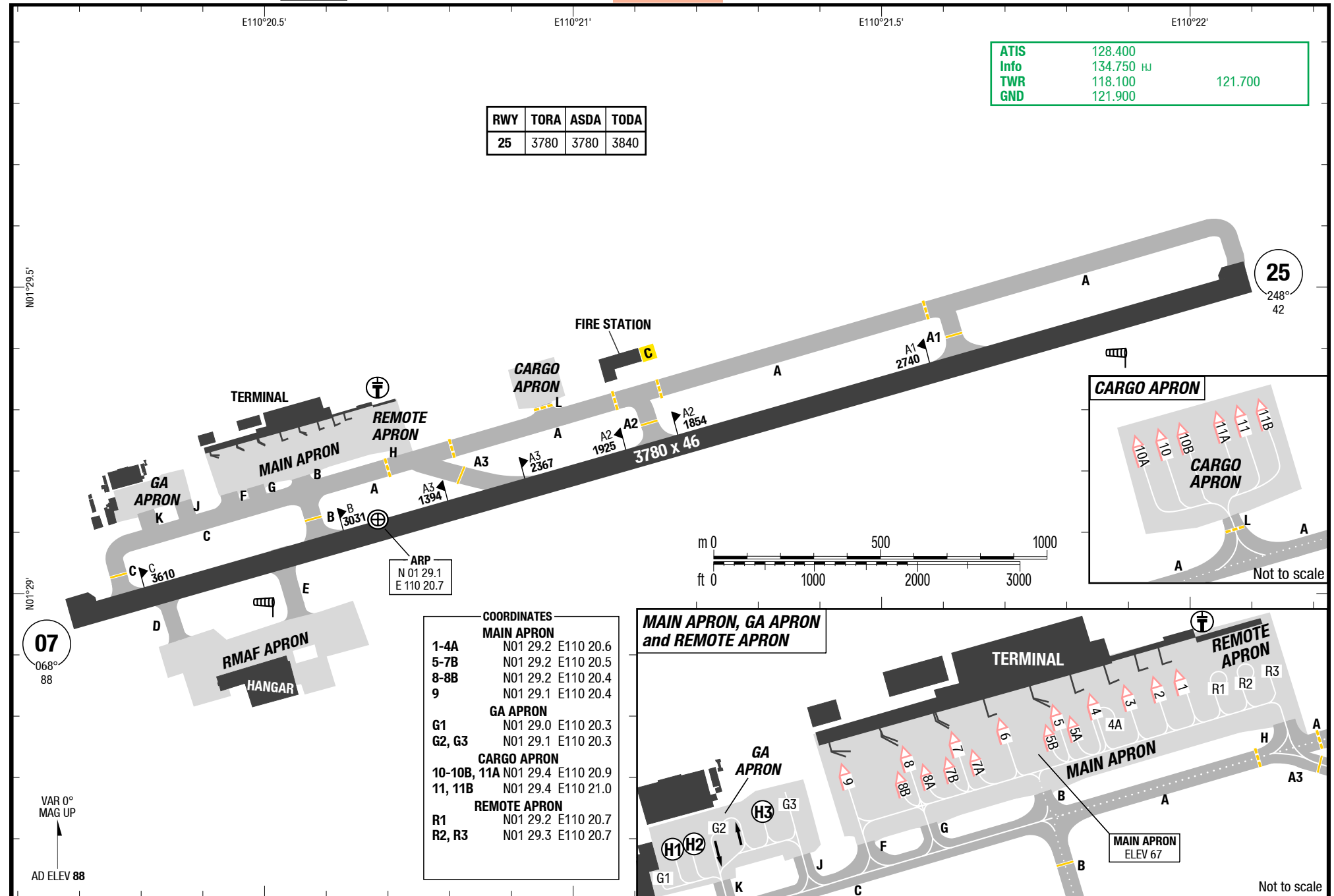
Landing RWY system:



Changes: OBST, AD ELEV

ATIS	128.400	
Info	134.750 HJ	
TWR	118.100	121.700
GND	121.900	

RWY	TORA	ASDA	TODA
25	3780	3780	3840



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4-10

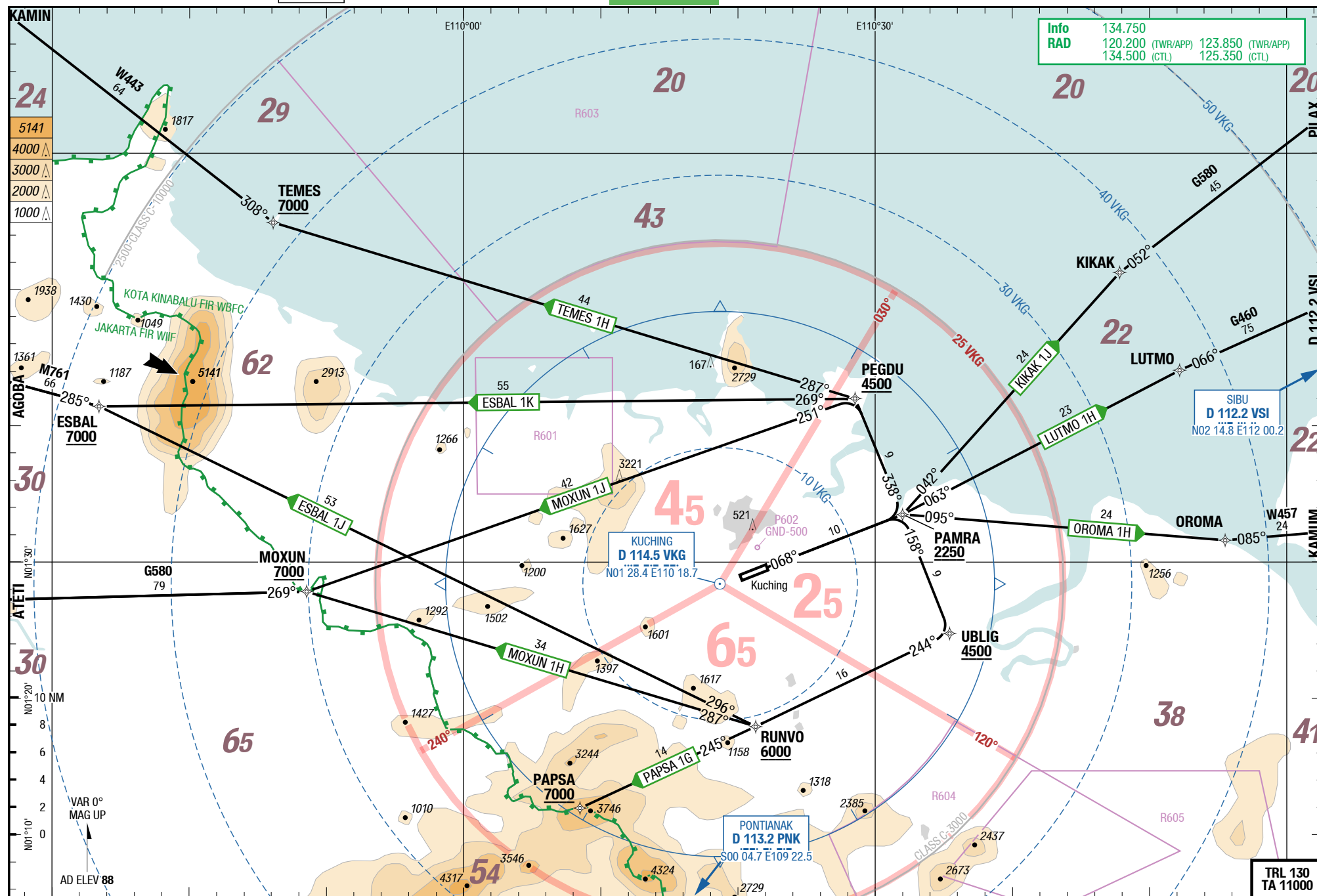
Malaysia Kuching  
RNAV SIDs RWY 25  
RNAV SIDs RWY 07

SID

SID

Kuching Malaysia  
RNAV SIDs RWY 25  
RNAV SIDs RWY 07

Info	134.750
RAD	120.200 (TWR/APP) 123.850 (TWR/APP)
	134.500 (CTL) 125.350 (CTL)



Changes: OBST, AD ELEV

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RNAV SIDs RWY 25

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Changes: OBST, AD ELEV



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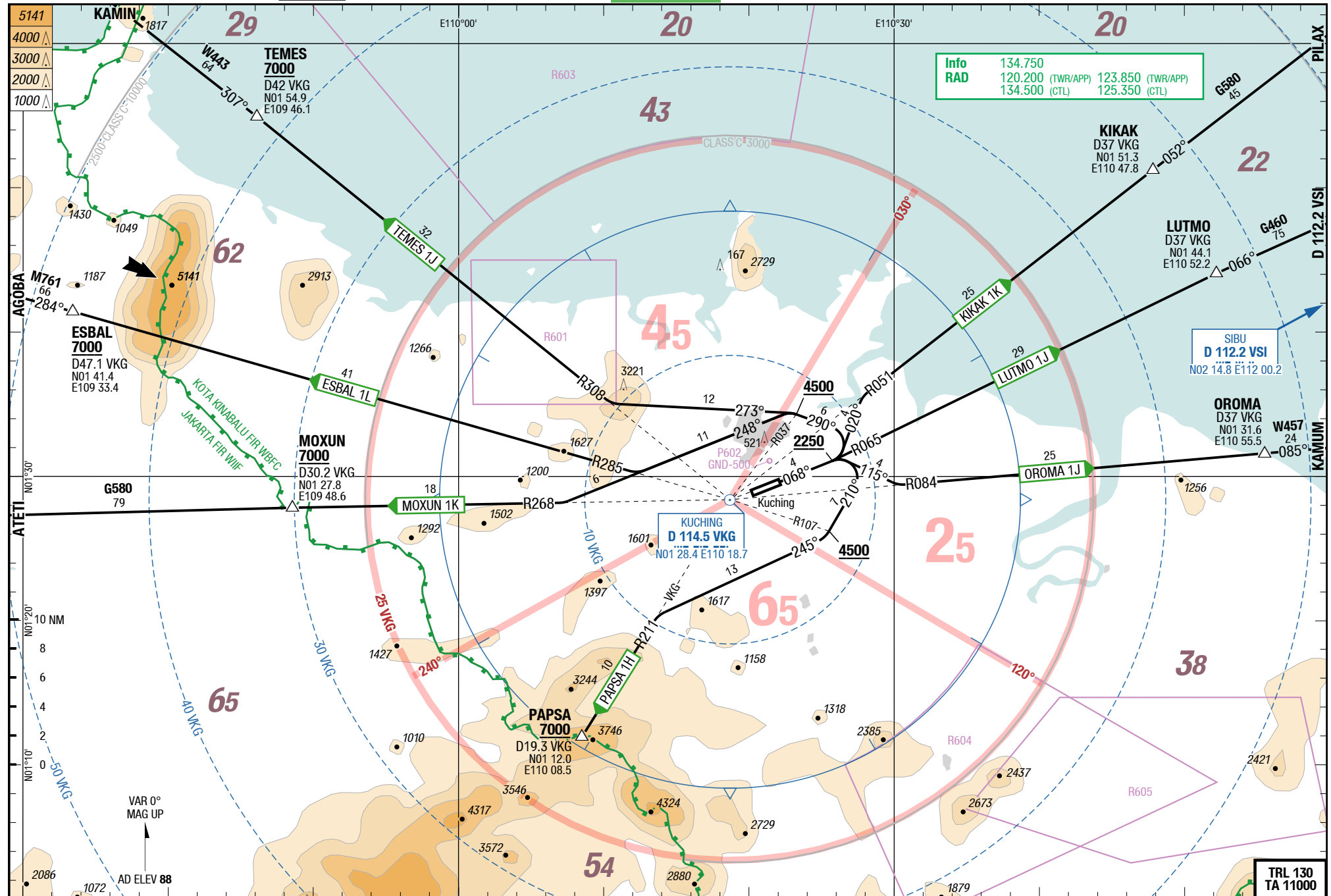
4-30

Malaysia Kuching  
SIDs RWY 25  
SIDs RWY 07

SID

SID

Kuching Malaysia  
SIDs RWY 25  
SIDs RWY 07



Changes: OBST, AD ELEV

## KCH-WBGG

## SIDs RWY 25

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## SIDs RWY 25



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Changes: OBST, AD ELEV





Changes: AD ELEV

09-NOV-2017

**KCH-WBGG****5-10****RNAV SIDs RWY 07****ESBAL 1J / ESBAL 1K / KIKAK 1J / LUTMO 1H / MOXUN 1H / MOXUN 1J / OROMA 1H / PAPSA 1G / TEMES 1H**

RWY 07 (068°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 07</b>	
<b>ESBAL 1J</b> <b>120.200</b>	PAMRA - UBLIG - RUNVO - ESBAL - AGOBA	PAMRA MNM <b>2250</b> UBLIG MNM <b>4500</b> RUNVO MNM <b>6000</b> ESBAL MNM <b>7000</b>
<b>ESBAL 1K</b> <b>120.200</b>	PAMRA - PEGDU - ESBAL - AGOBA	PAMRA MNM <b>2250</b> PEGDU MNM <b>4500</b> ESBAL MNM <b>7000</b>
<b>KIKAK 1J</b> <b>120.200</b>	PAMRA - KIKAK - PILAX	PAMRA MNM <b>2250</b>
<b>LUTMO 1H</b> <b>120.200</b>	PAMRA - LUTMO - VSI	PAMRA MNM <b>2250</b>
<b>MOXUN 1H</b> <b>120.200</b>	PAMRA - UBLIG - RUNVO - MOXUN - ATETI	PAMRA MNM <b>2250</b> UBLIG MNM <b>4500</b> RUNVO MNM <b>6000</b> MOXUN MNM <b>7000</b>
<b>MOXUN 1J</b> <b>120.200</b>	PAMRA - PEGDU - MOXUN - ATETI	PAMRA MNM <b>2250</b> PEGDU MNM <b>4500</b> MOXUN MNM <b>7000</b>
<b>OROMA 1H</b> <b>120.200</b>	PAMRA - OROMA - KAMUM	PAMRA MNM <b>2250</b>
<b>PAPSA 1G</b> <b>120.200</b>	PAMRA - UBLIG - RUNVO - PAPSA	PAMRA MNM <b>2250</b> UBLIG MNM <b>4500</b> RUNVO MNM <b>6000</b> PAPSA MNM <b>7000</b>
<b>TEMES 1H</b> <b>120.200</b>	PAMRA - PEGDU - TEMES - KAMIN	PAMRA MNM <b>2250</b> PEGDU MNM <b>4500</b> TEMES MNM <b>7000</b>

Changes: PROC, WPT

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RNAV SIDs RWY 25

AGTEB 1A / ESBAL 1E / IDUNO 1A / MOXUN 1D / OLTOB 1A / OLTOB 1B / PAPSA 1C / TEMES 1D

RWY 25 (248°)

	GS	120	150	180	210	240	270
4.9%	ft/MIN	600	800	900	1100	1200	1400

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 25</b>	
<b>AGTEB 1A</b> 4.9% to 5000 <b>120.200</b>	<u>MUPEP</u> - URKIV [K265-] - AGTEB - PILAX	MUPEP MNM <b>3100</b>
<b>ESBAL 1E</b> 4.9% to 5000 <b>120.200</b>	<u>MUPEP</u> - ESBAL [K265-] - AGOBA	MUPEP MNM <b>3100</b> ESBAL MNM <b>7000</b>
<b>IDUNO 1A</b> 4.9% to 5000 <b>120.200</b>	<u>MUPEP</u> - LEGIL [K265-] - IDUNO - KAMUM	MUPEP MNM <b>3100</b>
<b>MOXUN 1D</b> 4.9% to 5000 <b>120.200</b>	<u>MUPEP</u> - MOXUN [K265-] - ATETI	MUPEP MNM <b>3100</b> MOXUN MNM <b>7000</b>
<b>OLTOB 1A</b> 4.9% to 5000 <b>120.200</b>	<u>MUPEP</u> - URKIV [K265-] - AGTEB - OLTOB - VSI	MUPEP MNM <b>3100</b>
<b>OLTOB 1B</b> 4.9% to 5000 <b>120.200</b>	<u>MUPEP</u> - LEGIL [K265-] - IDUNO - OLTOB - VSI	MUPEP MNM <b>3100</b>
<b>PAPSA 1C</b> 4.9% to 5000 <b>120.200</b>	<u>MUPEP</u> - PAPSA [K265-]	MUPEP MNM <b>3100</b> PAPSA MNM <b>7000</b>
<b>TEMES 1D</b> 4.9% to 5000 <b>120.200</b>	<u>MUPEP</u> - TEMES [K265-] - KAMIN	MUPEP MNM <b>3100</b> TEMES MNM <b>7000</b>

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SIDs RWY 07

**ESBAL 1L / KIKAK 1K / LUTMO 1J / MOXUN 1K / OROMA 1J / PAPSA 1H / TEMES 1J**  
**RWY 07 (068°)**

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 07</b>	
<b>ESBAL 1L</b> <b>120.200</b>	068° - at MNM <b>2250 LT 290°</b> - crossing R037 <b>VKG LT 248°</b> - intercept R285 <b>VKG</b> to ESBAL - AGOBA	crossing R037 <b>VKG MNM 4500</b> ESBAL MNM <b>7000</b>
<b>KIKAK 1K</b> <b>120.200</b>	068° - at MNM <b>2250 LT 020°</b> intercept R051 <b>VKG</b> to KIKAK - PILAX	
<b>LUTMO 1J</b> <b>120.200</b>	068° - at MNM <b>2250 LT</b> intercept R065 <b>VKG</b> to LUTMO - VSI	
<b>MOXUN 1K</b> <b>120.200</b>	068° - at MNM <b>2250 LT 290°</b> - crossing R037 <b>VKG LT 248°</b> intercept R268 <b>VKG</b> to MOXUN - ATETI	crossing R037 <b>VKG MNM 4500</b> MOXUN MNM <b>7000</b>
<b>OROMA 1J</b> <b>120.200</b>	068° - at MNM <b>2250 RT 115°</b> intercept R084 <b>VKG</b> to OROMA - KAMUM	
<b>PAPSA 1H</b> <b>120.200</b>	068° - at MNM <b>2250 RT 210°</b> - crossing R107 <b>VKG RT 245°</b> intercept R211 <b>VKG</b> to PAPSA	crossing R107 <b>VKG MNM 4500</b> PAPSA MNM <b>7000</b>
<b>TEMES 1J</b> <b>120.200</b>	068° - at MNM <b>2250 LT 290°</b> - crossing R037 <b>VKG LT 273°</b> intercept R308 <b>VKG</b> to TEMES - KAMIN	crossing R037 <b>VKG MNM 4500</b> TEMES MNM <b>7000</b>

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SIDs RWY 25

**ESBAL 1F / KIKAK 1C / KIKAK 1D / LUTMO 1C / LUTMO 1D / MOXUN 1E / OROMA 1C / PAPSA 1D / TEMES 1E**

RWY 25 (248°)

	GS	120	150	180	210	240	270
4.9%	ft/MIN	600	800	900	1100	1200	1400

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 25</b>	
<b>ESBAL 1F</b> 4.9% to 5000 <b>120.200</b>	248° - at D8.4 <b>VKG RT</b> (MAX 265KT) 309° intercept R286 <b>VKG</b> to ESBAL - AGOBA	D8.4 <b>VKG</b> MNM <b>3100</b> ESBAL MNM <b>7000</b>
<b>KIKAK 1C</b> 4.9% to 5000 <b>120.200</b>	248° - at D1.5 <b>VKG RT</b> (MAX 190KT) 055° intercept R029 <b>VKG</b> to UPRAP - <b>RT</b> 089° intercept R051 <b>VKG</b> to KIKAK - PILAX	KIKAK MNM <b>7000</b>
<b>KIKAK 1D</b> 4.9% to 5000 <b>120.200</b>	248° - at D5.8 <b>VKG LT</b> (MAX 200KT) 085° intercept R120 <b>VKG</b> to VIDAD - <b>LT</b> 024° intercept R051 <b>VKG</b> to KIKAK - PILAX	D5.8 <b>VKG</b> MNM <b>2300</b> KIKAK MNM <b>7000</b>
<b>LUTMO 1C</b> 4.9% to 5000 <b>120.200</b>	248° - at D1.5 <b>VKG RT</b> (MAX 190KT) 055° intercept R029 <b>VKG</b> to UPRAP - <b>RT</b> 087° to LUTMO - <b>VSI</b>	LUTMO MNM <b>7000</b>
<b>LUTMO 1D</b> 4.9% to 5000 <b>120.200</b>	248° - at D5.8 <b>VKG LT</b> (MAX 200KT) 085° intercept R120 <b>VKG</b> to VIDAD - <b>LT</b> 025° intercept R064 <b>VKG</b> to LUTMO - <b>VSI</b>	D5.8 <b>VKG</b> MNM <b>2300</b> LUTMO MNM <b>7000</b>
<b>MOXUN 1E</b> 4.9% to 5000 <b>120.200</b>	248° - at D8.4 <b>VKG RT</b> (MAX 265KT) 282° intercept R269 <b>VKG</b> to MOXUN - ATETI	D8.4 <b>VKG</b> MNM <b>3100</b> MOXUN MNM <b>7000</b>
<b>OROMA 1C</b> 4.9% to 5000 <b>120.200</b>	248° - at D5.8 <b>VKG LT</b> (MAX 200KT) 085° intercept R120 <b>VKG</b> to VIDAD - <b>LT</b> 055° intercept R084 <b>VKG</b> to OROMA - KAMUM	D5.8 <b>VKG</b> MNM <b>2300</b> OROMA MNM <b>7000</b>
<b>PAPSA 1D</b> 4.9% to 5000 <b>120.200</b>	248° - at D5.8 <b>VKG LT</b> (MAX 200KT) 175° intercept R212 <b>VKG</b> to PAPSA - <b>PNK</b>	D5.8 <b>VKG</b> MNM <b>2300</b> PAPSA MNM <b>7000</b>
<b>TEMES 1E</b> 4.9% to 5000 <b>120.200</b>	248° - at D8.4 <b>VKG RT</b> (MAX 265KT) 340° intercept R308 <b>VKG</b> to TEMES - KAMIN	D8.4 <b>VKG</b> MNM <b>3100</b> TEMES MNM <b>7000</b>

**RADAR 1**

RWYs 07 (068°) / 25 (248°)

**When airborne, contact DIR. Advise turn direction, assigned HDG and level passing to nearest 100ft assigned level.**

	GS	120	150	180	210	240	270
5.1%	ft/MIN	700	800	1000	1100	1300	1400
5.8%	ft/MIN	800	900	1100	1300	1500	1600

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 07</b>	
<b>RADAR 1</b> 5.1% to 4500 (between R235 VKG and R015 VKG) 5.8% to 5000 (between R171 VKG and R235 VKG) <b>120.200</b> ①②	HDG 068° - at MNM <b>1500</b> turn to assigned HDG	
	<b>Runway 25</b>	
<b>RADAR 1</b> 5.1% to 4500 (between R235 VKG and R015 VKG) 5.8% to 5000 (between R171 VKG and R235 VKG) <b>120.200</b> ①②	HDG 258° - at MNM <b>2300</b> turn to assigned HDG	

① Assigned HDG and level will be issued with take-off clearance

② Use climb gradient if assigned HDG takes ACFT into the mentioned sectors



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# 6-10

# RNAV STAR RWY 07

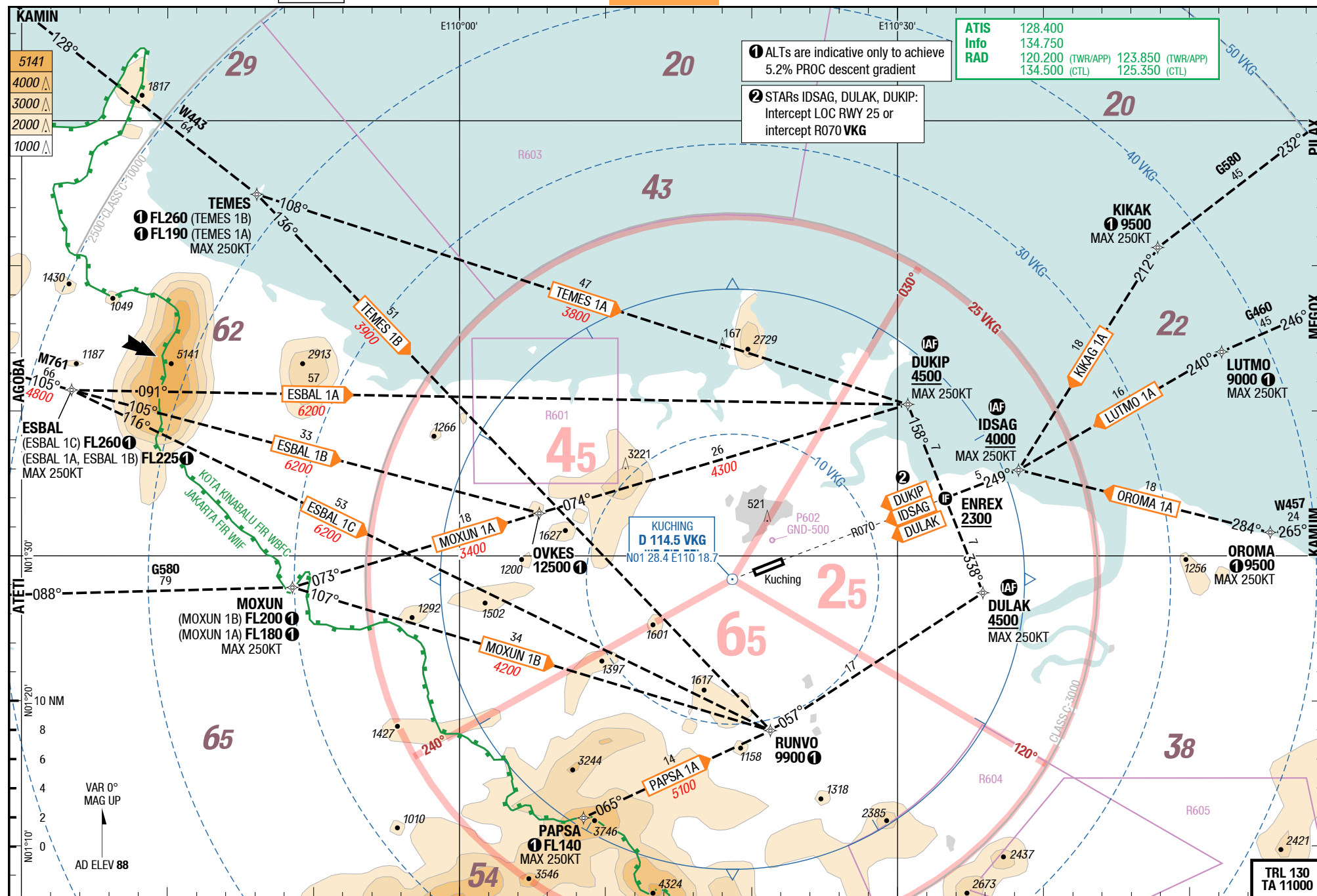
# STAR

# STAR

## RNAV STAR RWY 07



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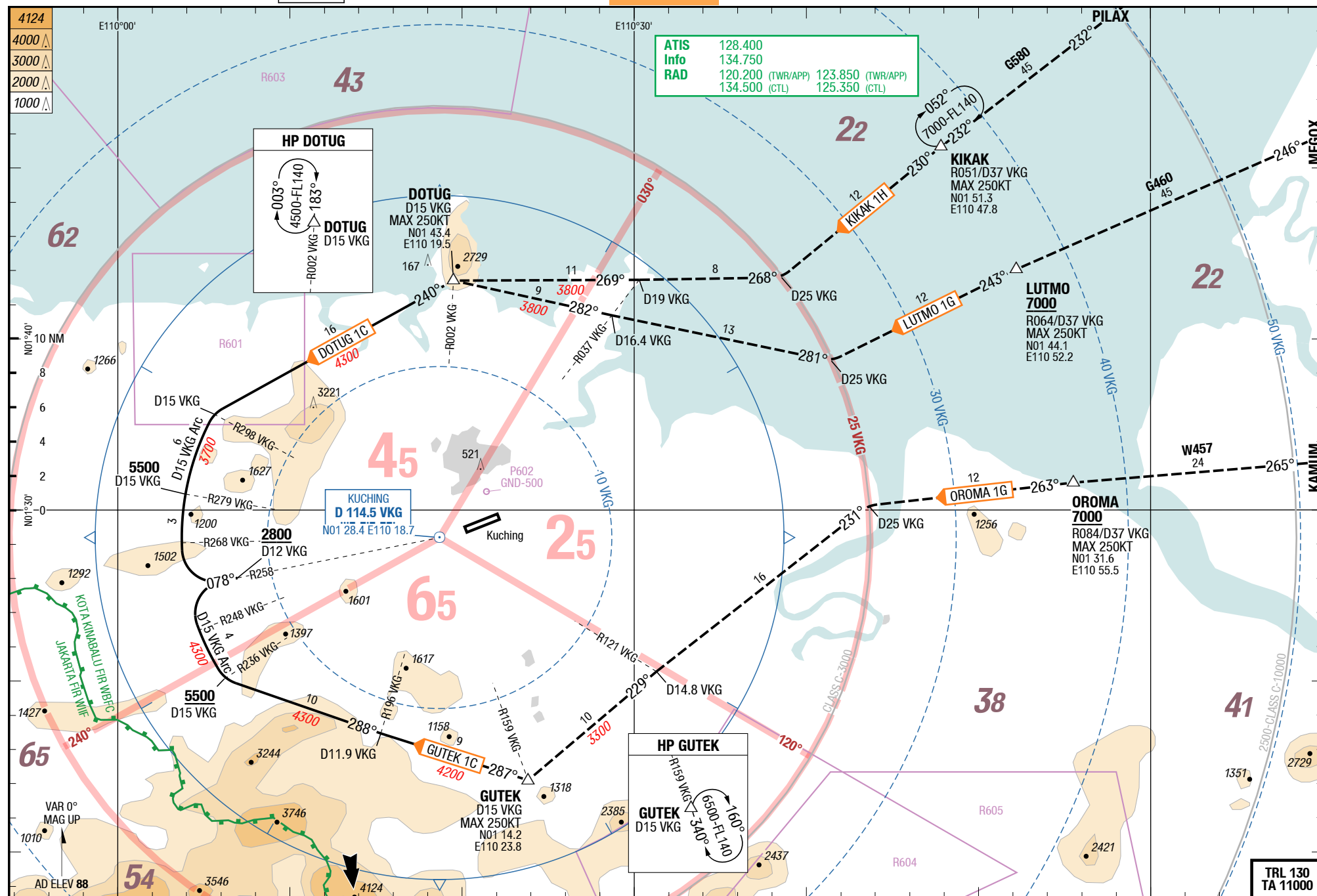
6-30

Malaysia Kuching  
STARs RWY 07 West  
STARs RWY 07 East

STAR

STAR

Kuching Malaysia  
STARs RWY 07 West  
STARs RWY 07 East



Changes: OBST, AD ELEV

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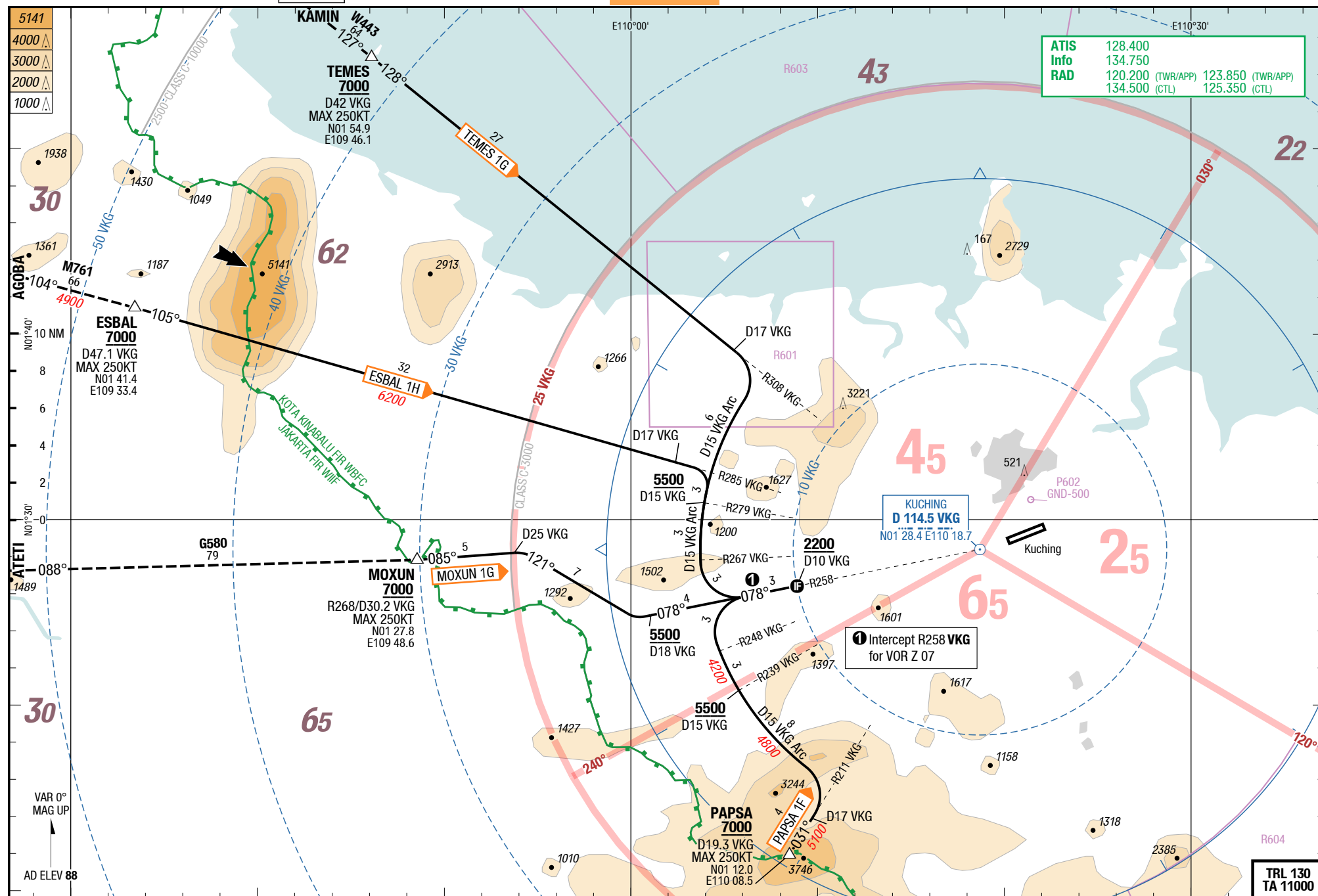
Malaysia Kuching  
STARs RWY 07 West

STAR

STAR

Kuching Malaysia  
STARs RWY 07 West

6-40



Changes: OBST, AD ELEV



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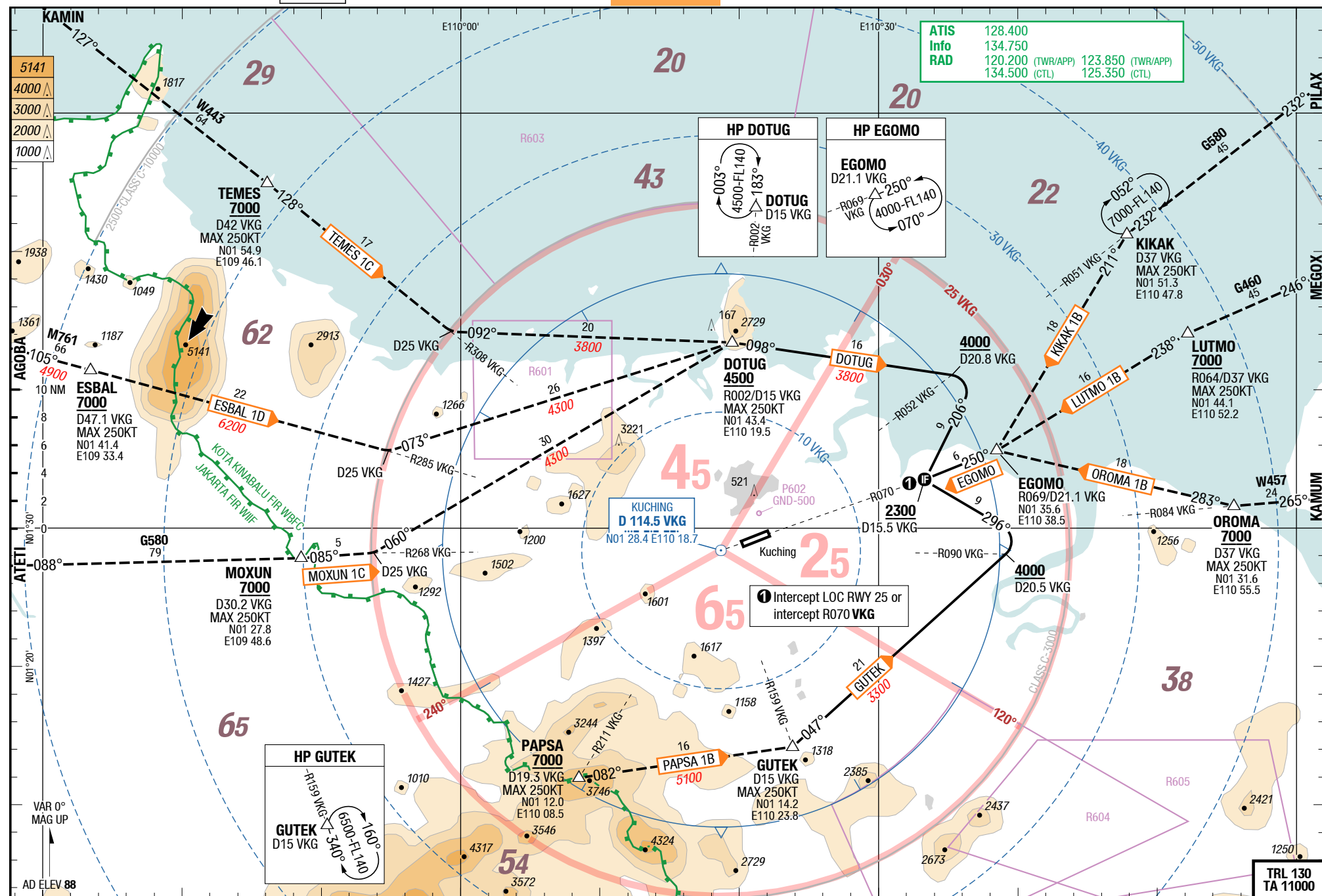
## STARs RWY 25

# STAR

# STAR



## STARs RWY 25



Changes: OBST, AD ELEV

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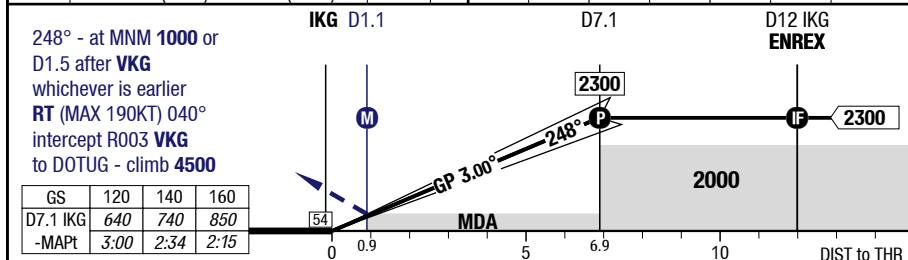
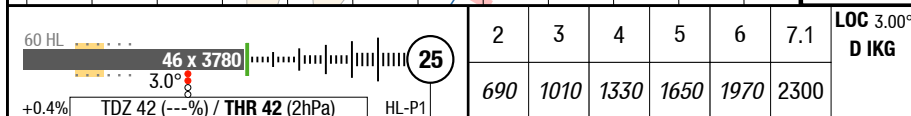
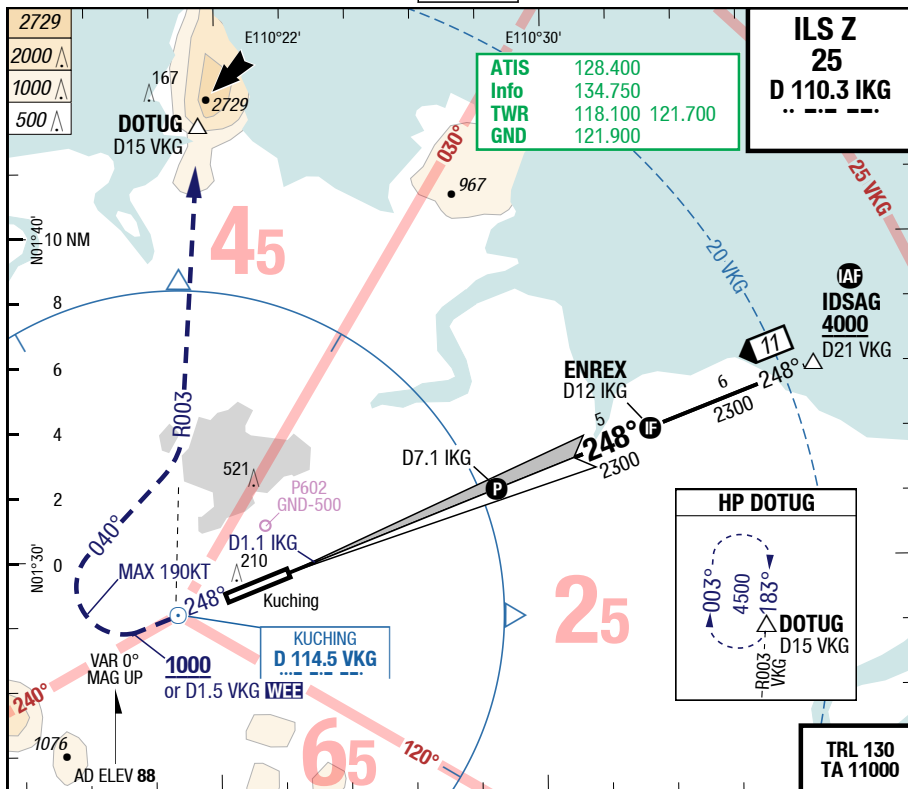
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7-10

Malaysia Kuching

ILS Z 25

IAC

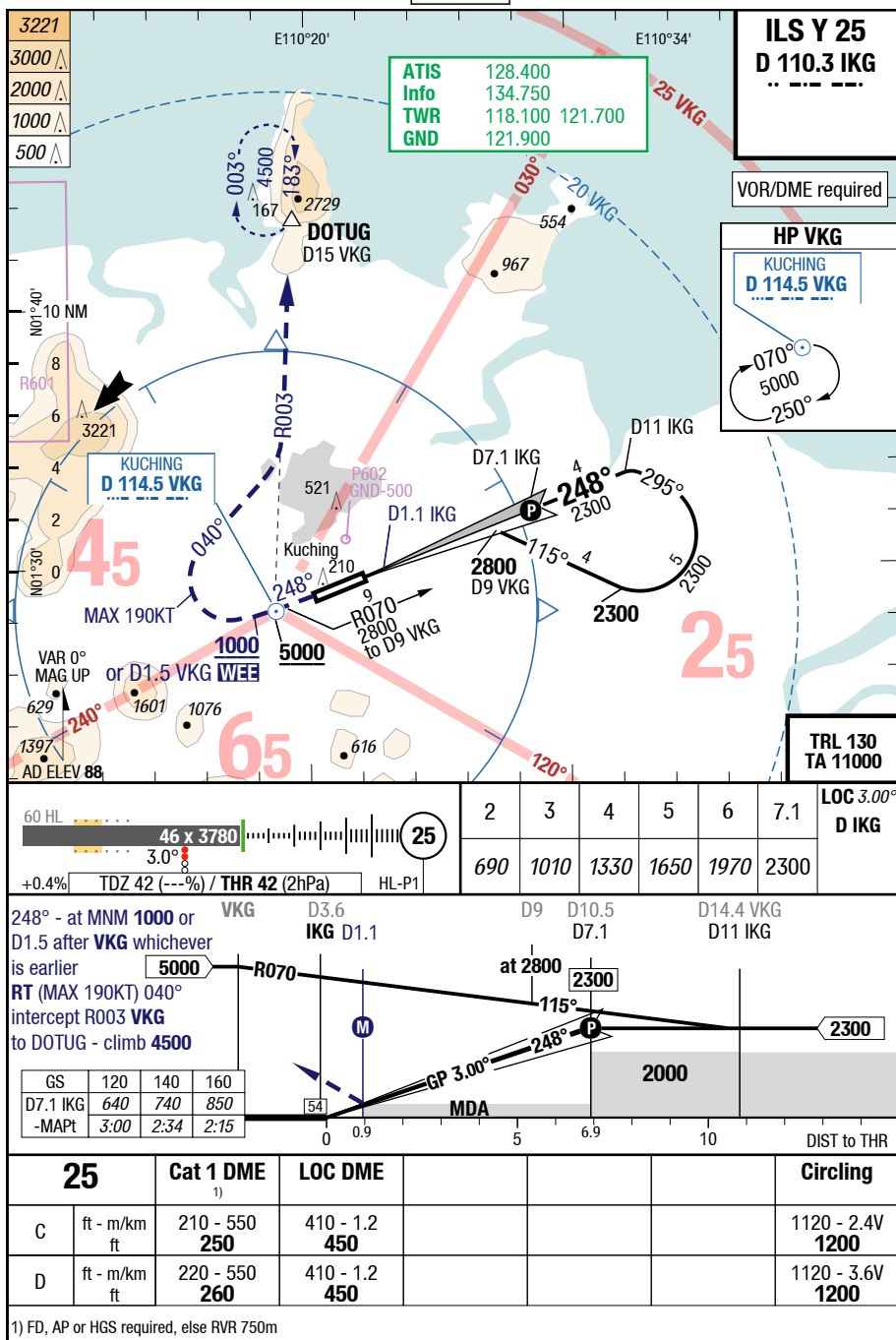


25	Cat 1 DME <sup>1)</sup>	LOC DME				Circling
C	ft - m/km ft	210 - 550 250	410 - 1.2 450			1120 - 2.4V 1200
D	ft - m/km ft	220 - 550 260	410 - 1.2 450			1120 - 3.6V 1200

1) FD, AP or HGS required, else RVR 750m

Changes: OBST, AD ELEV





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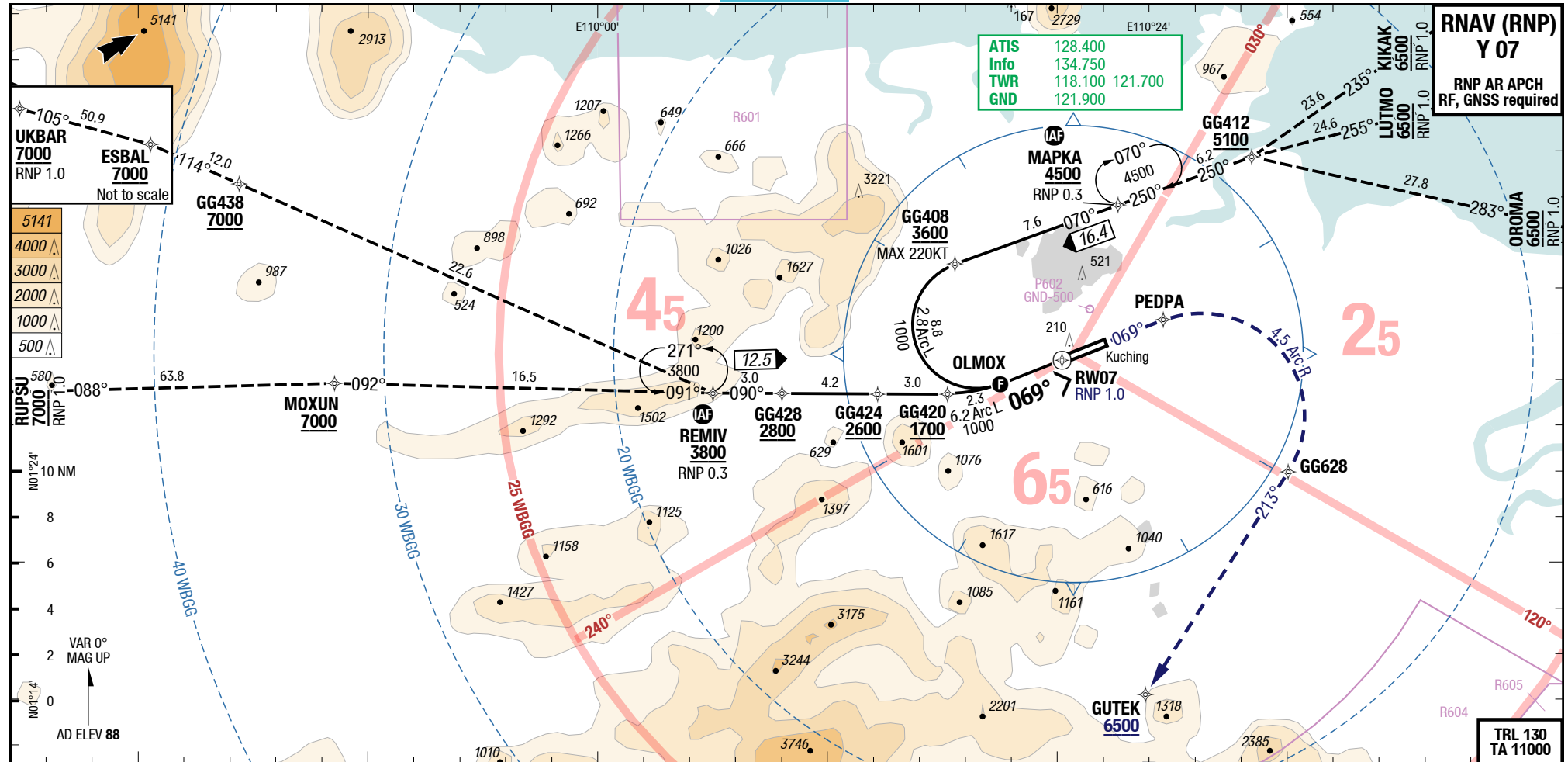
7-30

Malaysia Kuching  
RNAV (RNP) Y 25  
RNAV (RNP) Y 07

IAC

IAC

Kuching Malaysia  
RNAV (RNP) Y 25  
RNAV (RNP) Y 07



07		RNAV RNP 0.30 VNAV GA 3.4% 1) 2) 3)				Circling
C	ft - m/km ft	590 - 2.4 680				Not published
D	ft - m/km ft	590 - 2.4 680				Not published

1) Uncompensated BARO VNAV NA below 20°C (68°F) or above 37°C (99°F) 2) Use with Kuching (WBGG) QNH only 3) With EVS 1.6km

2.80° RW07 069° RWY 068°					2.9	2	07	8.3.0° 3780 x 46 60 HL
					1000	740		THR 88 (3hPa) / TDZ 88 (---%) -0.4%
					2.9 RW07 OLMOX at 1000			PEPDA [R] - GG628 - GUTEK [A6500+]
					1000			069° to PEPDA - GG628 - GUTEK climb 6500
					RW07 No1 28.9 E110 20.2			GS 120 140 160 590 690 790
					DIST to THR	2.9	0	

Changes: OBST, AD ELEV

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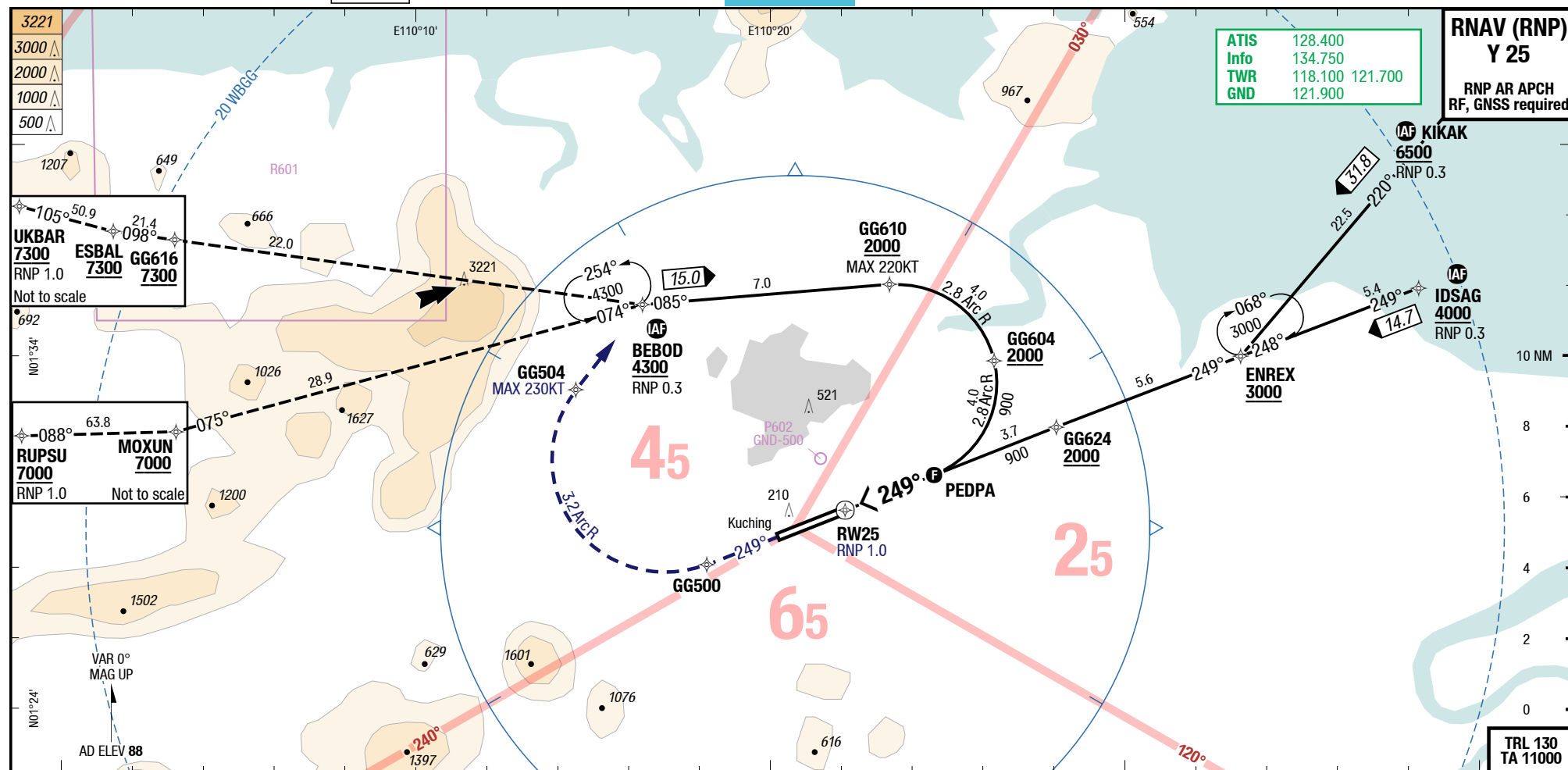
7-40

Malaysia Kuching  
RNAV (RNP) Y 25

IAC

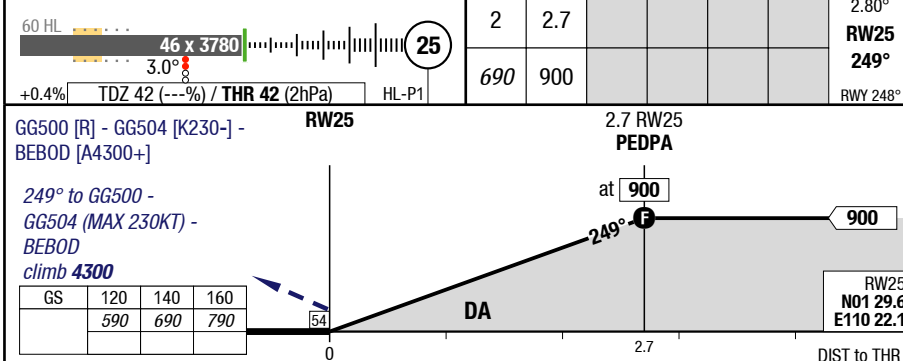
IAC

Kuching Malaysia  
RNAV (RNP) Y 25



25	RNAV					Circling
	RNP 0.30 VNAV					
	GA 3.8% 1) 2) 3)					
C	ft - m/km	540 - 1.7				Not published
	ft	590				
D	ft - m/km	540 - 1.7				Not published
	ft	590				

1) Uncompensated BARO VNAV NA below 20°C (68°F) or above 37°C (99°F) 2) Use with Kuching (WBGG) QNH only 3) With EVS 1.1km



Changes: OBST, AD ELEV

07-DEC-2017

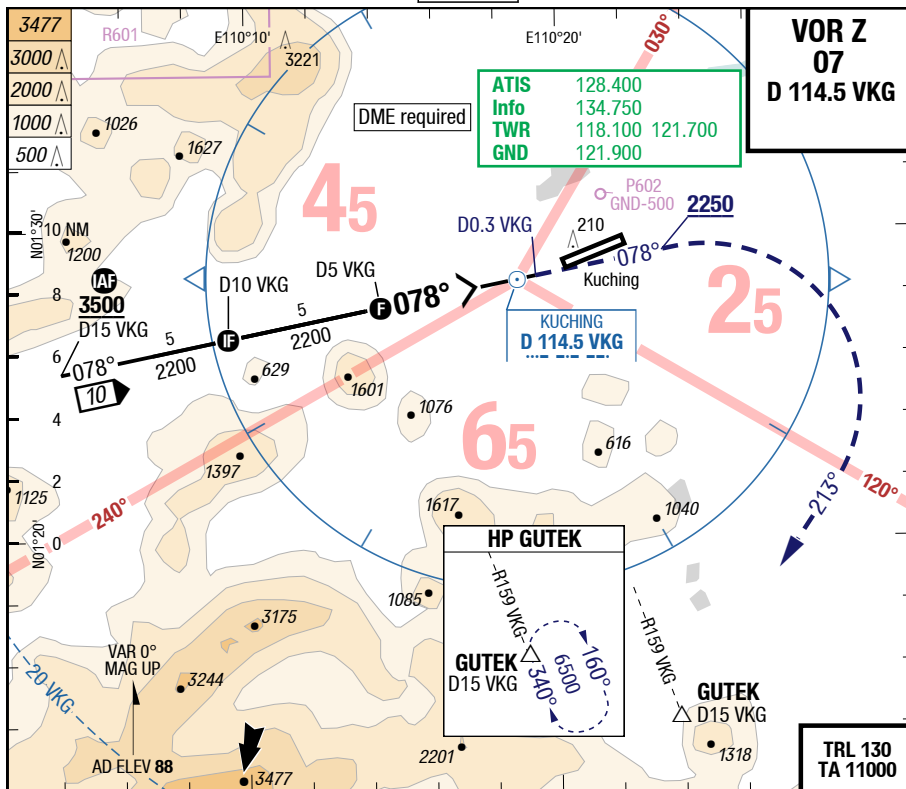
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Malaysia Kuching

IAC

7-50

VOR Z 07



07		VOR DME		Circling	
C	ft - m/km ft	440 - 2.0 530		1120 - 2.4V 1200	
D	ft - m/km ft	440 - 2.0 530		1120 - 3.6V 1200	

Changes: OBST, AD ELEV

07-DEC-2017

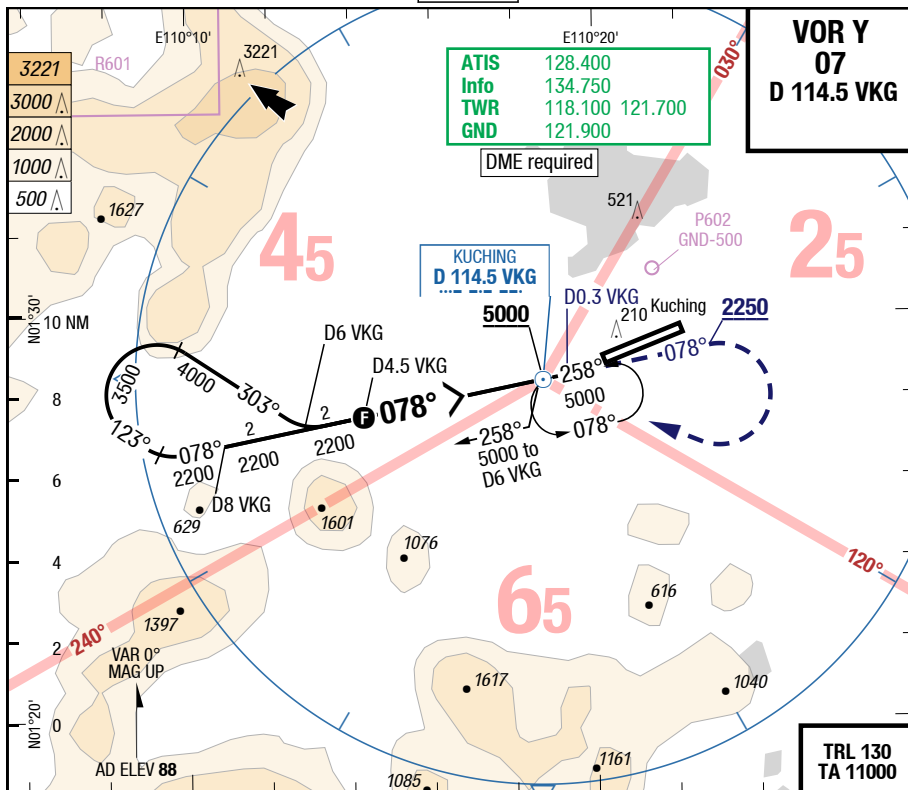
KCH-WBGG

Malaysia Kuching

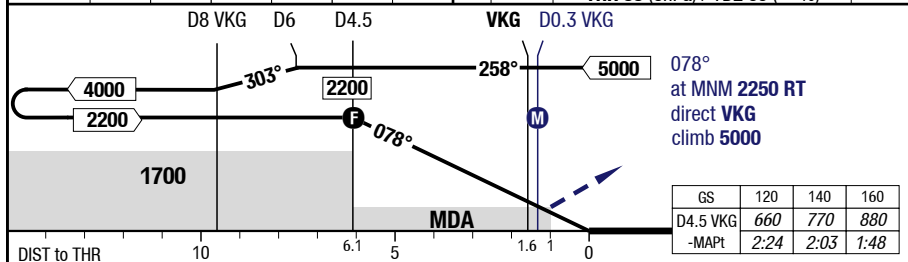
IAC

7-60

VOR Y 07



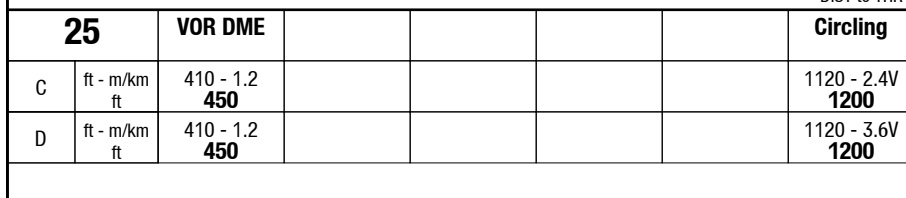
3.11°	4.5	4	3	2	1	VKG	07	83.0°	60 HL
D VKG	2200	2030	1700	1360	1020	680		3780 x 46	
078°								83.0°	
RWY 068°								THR 88 (3hPa) / TDZ 88 (---%)	-0.4%



07	VOR DME					Circling
C	ft - m/km ft	440 - 2.0 530				1120 - 2.4V 1200
D	ft - m/km ft	440 - 2.0 530				1120 - 3.6V 1200

Changes: OBST, AD ELEV

**VOR Z 25**





**07-DEC-2017**  
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**8-10**

## Malaysia **Kuching**

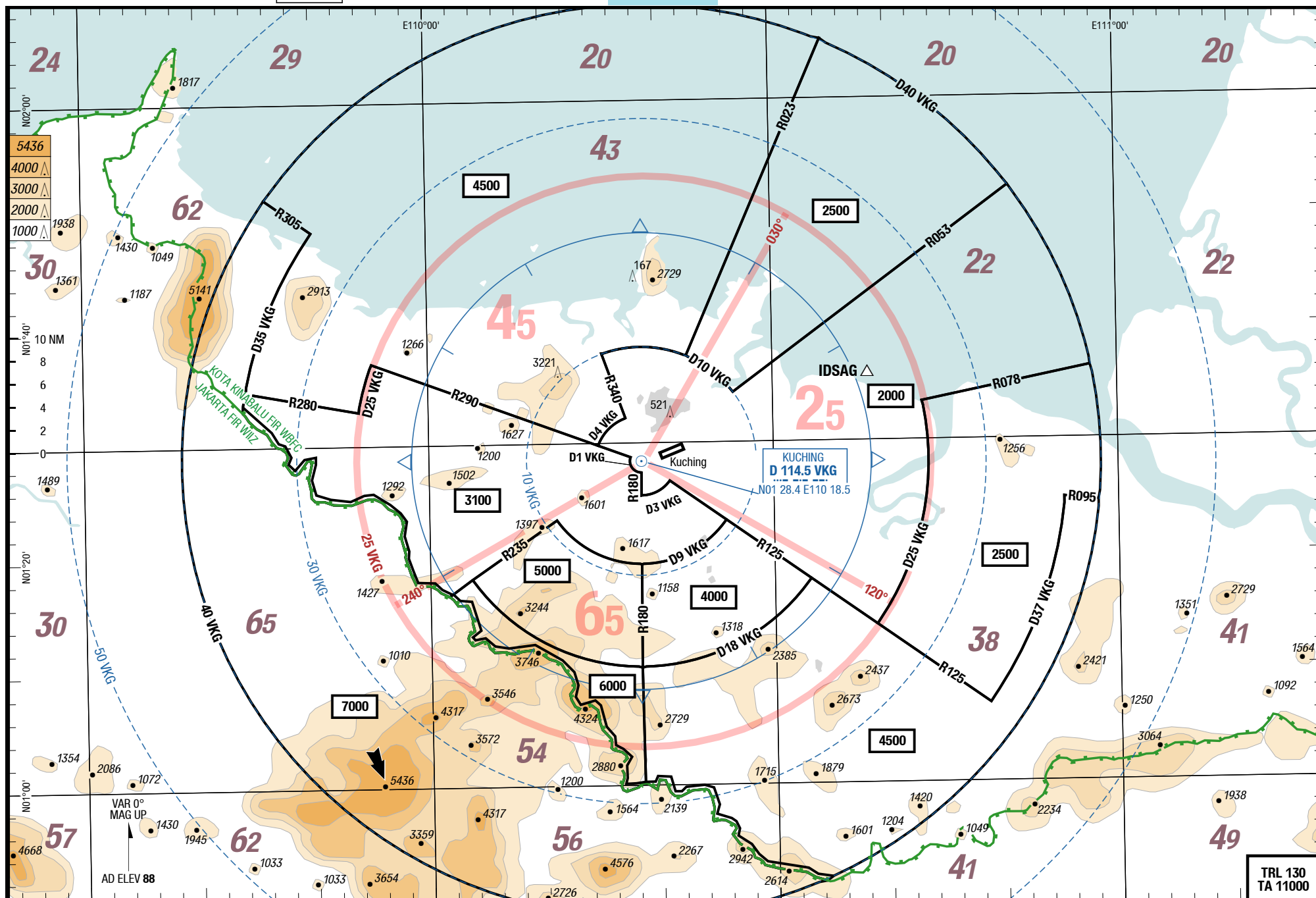
**NIL**  
**MRC**

**MRC**

**MRC**

## Kuching Malaysia

**NIL**  
**MRC**



Changes: OBST, AD ELEV

TRL 130  
TA 11000

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