
AIC

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KUALA LUMPUR FLIGHT INFORMATION REGION

KUALA LUMPUR INTERNATIONAL AIRPORT, SEPANG UPGRADING OF KL INTERNATIONAL AIRPORT

1. INTRODUCTION

- 1.1 The Kuala Lumpur International Airport and Terminal Area will be upgraded to address the enhancement of the operations for Simultaneous Parallel Approaches, through the following improvements:
- integration of a second movement area (klia2) and a 3rd runway, including the installation of a second control tower;
 - implementation of Simultaneous Parallel Operations on KL International Airport, both for departure and arrival phase.

2. PURPOSE

- 2.1 The purpose of this Aeronautical Information Circular (AIC) is to provide advance information and advice regarding the scope of works pertaining to the Kuala Lumpur International Airport, Sepang, upgrading programme. This AIC will be followed by a number of AIP Supplements that will provide details of the upgrading works, introduction of new facilities and revision to the existing procedures.

3. WORK PROGRAMME

- 3.1 The upgrade will be achieved in two major steps:
- Implementation of dependent parallel approaches and independent parallel departures. The dependent parallel approaches consist in simultaneous approaches to parallel instrument runways where radar separation minima between aircraft on adjacent runways centre lines are prescribed. Independent departure are simultaneous departures from a combination of any two of the three parallel instrument runways;
 - Implementation of independent parallel approaches that are intended as simultaneous approaches to parallel runways where radar separation minima between aircraft on adjacent extended runways centre lines are not prescribed.

4. APRON, MANOEUVRING AND MOVEMENT AREAS

4.1 Runway

4.2 The third runway will be constructed staggered northwards 850m to existing Runway 14R/32L and having the same orientation. The total length will be 3960m with a width of 60m. RESA 120m x 240m will be provided at both ends of the runway.

4.3 Main Taxiway

- Main Central Connecting Taxiways / Cross Taxiways;
- Parallel & associated Connecting Taxiways.

4.4 Parking Apron

The parking apron will provide for 68 gates and 8 remote stands. New high mast lighting will be installed to every aircraft parking stand.

5. AIRSIDE CONFIGURATION

5.1 Runway Designations

The third runway has the same runway orientation with the existing runways. Currently 14L/32R and 14R/32L. As there are plans for the construction of a fourth parallel runway, the third runway will be designated 15/33.

5.2 Taxiway Designations

The proposed taxiway designation is a continuity of present numbering system adopted at KLIA.

6. NAVIGATIONAL AIDS AND VISUAL AIDS

6.1 ILS CAT I equipment will be installed for both runway directions (15 and 33) associated with only single PAPI at each runway.

6.2 The approach lighting system will be based on a ICAO CAT I precision approach lighting system.

7. AIRSPACE STRUCTURE AND PROCEDURES

7.1 The upgrading of Kuala Lumpur International Airport incorporates the revision of existing arrival and departure procedures consistent with the introduction of the third runway. New SID, STAR and IAL charts and procedures will be introduced to permit parallel approaches and independent parallel departures.

8. IMPLEMENTATION

8.1 This AIC is disseminated for general information of the users. Detail of implementation will be provided in subsequent AIP Supplement that will be promulgated. The availability of or withdrawal of facilities or movement areas will be notified by NOTAM.

9. CANCELLATION

- 9.1 This AIC remains current until superseded by subsequent AIP Supplement notification on the upgrading works where more details are incorporated.

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