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KOTA KINABALU FLIGHT INFORMATION REGION

KUCHING INTERNATIONAL AIRPORT
ESTABLISHMENT RE-CONFIGURATION OF AIRCRAFT PARKING STANDS AT REMOTE APRON

1. INTRODUCTION

1.1 The aircraft parking stands at the Remote Apron of Kuching International Airport will be re-configured to provide for Power In Power Out [PIPO] and Power In Push Back [PIPB] parking

2. PURPOSE

2.1 The purpose of this AIP Supplement is to notify the industry of the re-configuration of the aircraft parking stands at the Remote Apron that will be available for operational use.

2.2 The aircraft parking stand configuration in this AIP Supplement supersedes the previously published in AIP Supplement 19/2006 dated 12th October 2006

3. REMOTE APRON PARKING CONFIGURATION

3.1 The new remote aircraft parking stands R1 and R2 are designed as Power in Power out [PIPO] stands for A320, B734, Fokker 50 and smaller aircraft.

3.2 The new remote aircraft parking stands R3 is designed as Power In Push Back [PIPB] for B722, A320, B734, Fokker 50 and smaller aircraft.

3.3 The new remote aircraft parking stands are indicated in the table below and Appendix A.

AIRCRAFT REMOTE STAND NUMBER	ACFT. TYPE or EQUIVALENT SIZE	WGS 84 POSITION
Bay R1	A320 and smaller aircraft	01 29 14.6400 N 110 20 39.9600 E
Bay R2	A320 and smaller aircraft	01 29 15.2400 N 110 20 42.0000 E
Bay R3	B727 / A320 and smaller aircraft	01 29 15.7800 N 110 20 43.4400 E

4. AVAILABILITY OF AIRCRAFT PARKING STANDS

4.1 The operational availability of aircraft parking stands at the Remote Apron will be notified by trigger NOTAM.

5. ALLOCATION OF PARKING STANDS AND MARSHALLING

5.1 For arrivals, ATC will direct arriving aircraft to the Remote Apron and providing the pilot with the assigned aircraft parking stand number. Upon entering the apron, the pilot-in-command shall look-out for aircraft marshallers to guide the aircraft to the assigned aircraft parking stand.

5.2 For departures, ATC will provide start-up and/.or push back approvals. The pilot-in-command and aircraft marshallers shall be responsible for the safety of aircraft with respect to all vehicles, persons and other obstructions during engine start up, push back and taxiing.

6. LOCAL TRAFFIC REGULATIONS AND RESTRICTIONS

6.1 Air Traffic Control is only responsible for regulating the flow of aircraft into- and out- of the Remote Apron and on the associated apron taxiway.

6.2 The pilot-in-command and aircraft marshallers shall be responsible for the safety of aircraft with respect to all other aircraft, vehicles, persons and other obstructions on the apron during docking, engine start up, push back, taxiing and also ensuring the appropriate blast zone behind the aircraft is clear during engine start up.

6.3 The pilot-in-command shall contact ATC for taxiing instructions prior to entering the manoeuvring area.

6.4 All aircraft at Power In – Power Out [PIPO] parking configuration shall start-up and taxi at minimum power until clear of the appropriate blast zone.

6.5 No simultaneous movement of aircraft at adjacent stands is allowed

6.6 All service vehicles are to enter or exit apron via the designated GSE route.

6.7 All ground support facilities shall be located at the designated staging area.

7. IMPLEMENTATION

7.1 This AIP Supplement is disseminated for immediate implementation.

8. CANCELLATION

8.1 This AIP Supplement remains current until the information is published in AIP Malaysia.

AZHARUDDIN ABDUL RAHMAN
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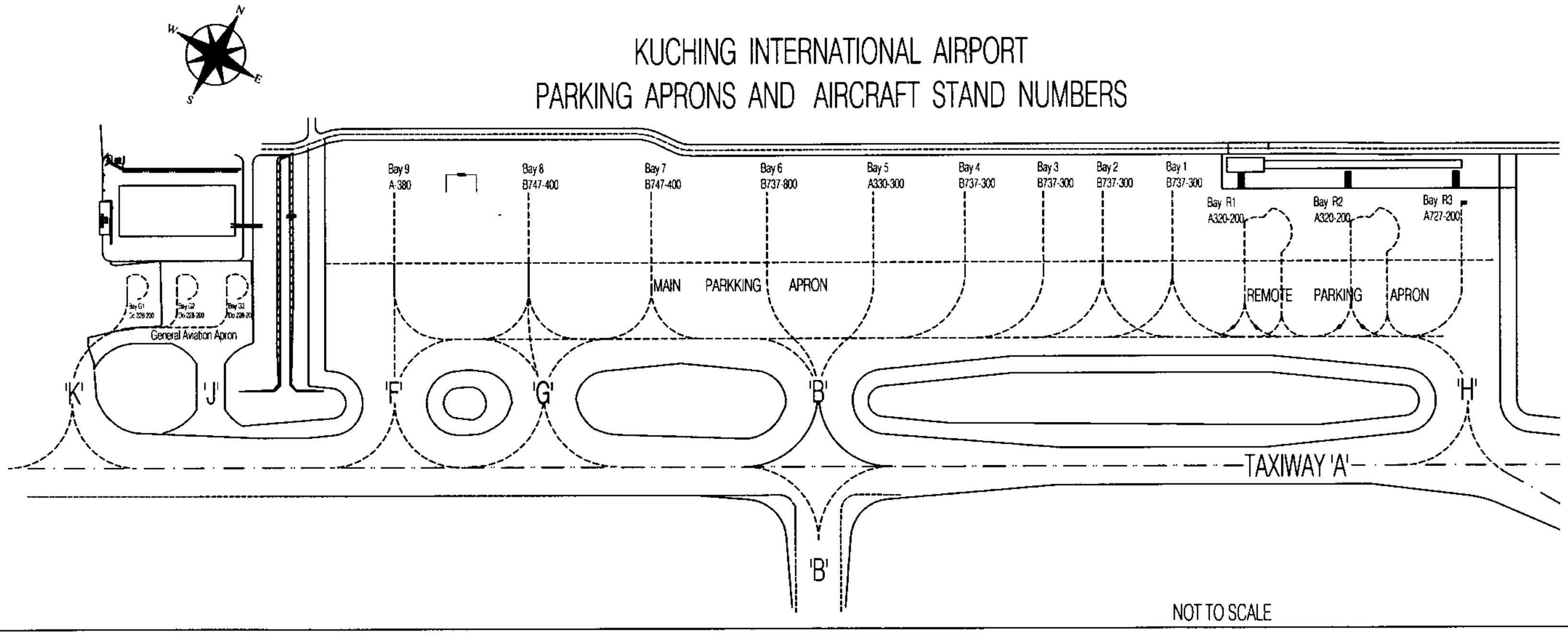
KUCHING INTERNATIONAL AIRPORT
PARKING APRONS AND AIRCRAFT STAND NUMBERS



NOT TO SCALE