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KOTA KINABALU FLIGHT INFORMATION REGION

KOTA KINABALU INTERNATIONAL AIRPORT RE-CONFIGURATION OF AIRCRAFT PARKING STANDS AT TERMINAL 2 APRON

1. PURPOSE

- 1.1 The purpose of this AIP Supplement is to notify the industry of the re-configuration of the aircraft parking stands arrangement at the Terminal 2 Apron of the Kota Kinabalu International Airport.
- 1.2 This AIP Supplement supersedes the previously published AIP Supplement 06/2007 dated 1 March 2007.

2. TERMINAL 2 APRON PARKING CONFIGURATION

- 2.1 The Terminal 2 Apron is designed to cater for the operations of aircraft types B738, A320, B734 and Fokker-50.
- 2.2 The new aircraft parking stands are indicated in the table below and Appendix A.

AIRCRAFT STAND NUMBER	ACFT. TYPE or EQUIVALENT SIZE	WGS 84 POSITION
Bay 26	B738 / A320	05° 56' 33.181" N 116° 03' 02.954" E
Bay 27	B738 / A320	05° 56' 34.419" N 116° 03' 03.477" E
Bay 28	B738 / A320	05° 56' 35.658" N 116° 03' 04.000" E
Bay 29	B738 / A320	05° 56' 36.897" N 116° 03' 04.523" E
Bay 30	B738 / A320	05° 56' 38.135" N 116° 03' 05.046" E
Bay 31	B738 / A320	05° 56' 39.374" N 116° 03' 05.570" E
Bay 32	B738 / A320	05° 56' 40.613" N 116° 03' 06.093" E
Bay 33	Fokker-50	05° 56' 41.957" N 116° 03' 06.963" E
Bay 34	Fokker-F50	05° 56' 43.292" N 116° 03' 07.527" E

2.3 The Terminal 2 Apron is provided with two sets of aircraft stand parking configuration

- i. Bay 26 up to Bay 32 : Power In – Push Back [PIPB] configuration
- ii. Bay 33 and Bay 34 : Power In – Power Out [PIPO] configuration

3. AVAILABILITY OF AIRCRAFT PARKING STANDS

3.1 The operational availability of aircraft parking stands at the Terminal 2 Apron will be notified by trigger NOTAM.

4. ALLOCATION OF PARKING STANDS AND MARSHALLING

4.1 Air Traffic Control is only responsible for regulating the flow of aircraft into- and out- of the Terminal 2 Apron and on the associated apron taxiway.

4.2 For arrivals, ATC will direct arriving aircraft to the Terminal 2 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 marshalls to guide the aircraft to the assigned aircraft parking stand.

- 4.3 For departures, ATC will provide start-up and push-back approvals. The pilot-in-command and aircraft marshalls 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, and also ensuring the appropriate blast zone behind the aircraft is clear during engine start up. The pilot-in-command shall contact ATC for taxiing instructions prior to entering the manoeuvring area.

5. LOCAL TRAFFIC REGULATIONS AND RESTRICTIONS

- 5.1 Air Traffic Control is only responsible for regulating the flow of aircraft into- and out- of the Terminal 2 Apron and on the associated apron taxiway.
- 5.2 The pilot-in-command and aircraft marshalls 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 and taxiing.
- 5.3 No simultaneous movement of aircraft is allowed at the adjacent parking stands.
- 5.4 All service vehicles are to enter or exit apron via the designated GSE route.
- 5.5 All ground support facilities shall be located at the designated staging area.

6. IMPLEMENTATION

- 6.1 This AIP Supplement is disseminated for immediate implementation.

7. CANCELLATION

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

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KOTA KINABALU INTERNATIONAL AIRPORT - TERMINAL 2 APRON : PARKING CONFIGURATION

