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07 / 2008
06 DEC

KUALA LUMPUR FLIGHT INFORMATION REGION MALACCA AIRPORT INTRODUCTION OF NEW INSTRUMENT APPROACH PROCEDURES BASED ON RELOCATED VMK DVOR / DME

1. INTRODUCTION

- 1.1 The existing DVOR / DME radio navigational aid VMK is being relocated to a new position and will be commissioned for operational use after flight calibration.

2. PURPOSE

- 2.1 The purpose of this AIP Supplement is to notify the aviation industry of the new location of the DVOR/DME and new instrument approach and holding procedures that will be introduced based on the relocated position of the DVOR / DME.

3. LOCATION AND DETAILS OF RADIO NAVIGATION AID

- 3.1 The location and details of the relocated radio navigation aid are as follows:-

Type of aid	ID	Frequency	Hours of operation	Co-ordinates WGS 84	DME elevation
DVOR/DME	VMK	117.4MHZ CH 121X	H24	021529.0N 1021445.0E	DME antenna Elevation: 6.5 m

- 3.2 The VMK DVOR/DME is expected to be operational on **17 January 2008** at 0001 UTC following completion of flight calibration check.

4. NEW HOLDING AND INSTRUMENT APPROACH PROCEDURES

- 4.1 New holding and instrument approach procedures based on the new position of the DVOR/DME are introduced to serve the existing runway until new procedures for the extended runway are introduced at a later stage.
Details of the procedures are shown in APPENDIX A and APPENDIX B.

5. IMPLEMENTATION

- 5.1 This AIP Supplement is disseminated for implementation and will be applicable when the VMK DVOR/DME is commissioned for operation. The interim new procedures will supersede and replace the existing holding and instrument approach charts in AIP Malaysia based on VMK DVOR/DME pertaining to Malacca Airport. A trigger NOTAM will be issued notifying the effective date of implementation.

The following instrument approach charts, in AIP Malaysia, pertaining to Malacca Airport are revoked :-

- i. WMKM AD2-85
- ii. WMKM AD 2-87
- iii. WMKM AD 2-89
- iv. WMKM AD 2-91

6. CANCELLATION

- 6.1 This AIP Supplement will remain current until the new procedures for the extended runway are introduced.

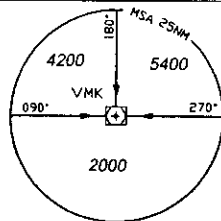
DATO' AZHARUDDIN ABDUL RAHMAN
Director General
Department of Civil Aviation
Malaysia

APPENDIX - A

MALACCA / MALACCA

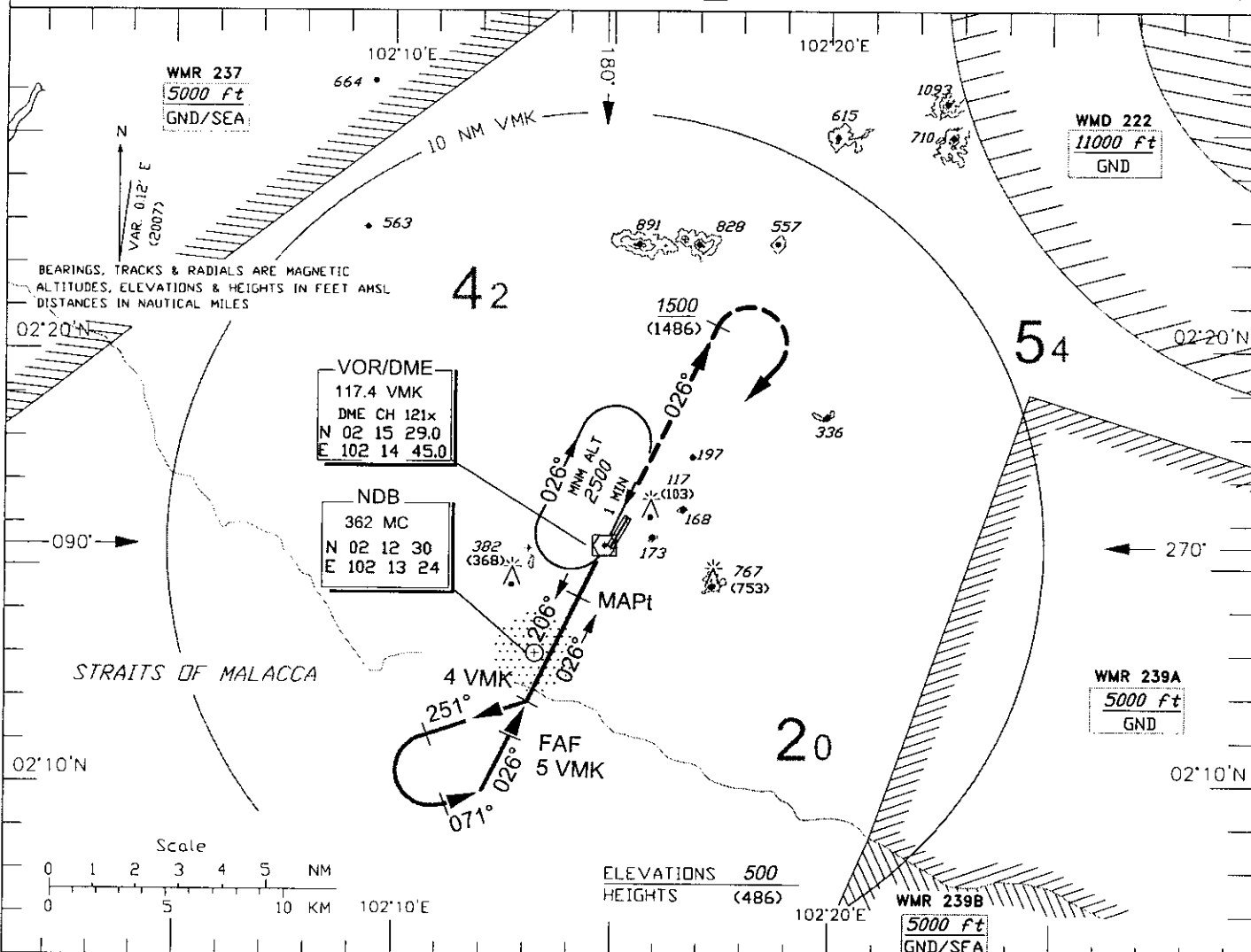
INSTRUMENT APPROACH CHART - ICAO

AD. ELEV. 35 FT.
HEIGHTS RELATED TO THR RWY 03 ELEV. 14 FT.



TWR 118.00
SMC-121.60

VOR / DME
RWY 03
(CAT A & B)

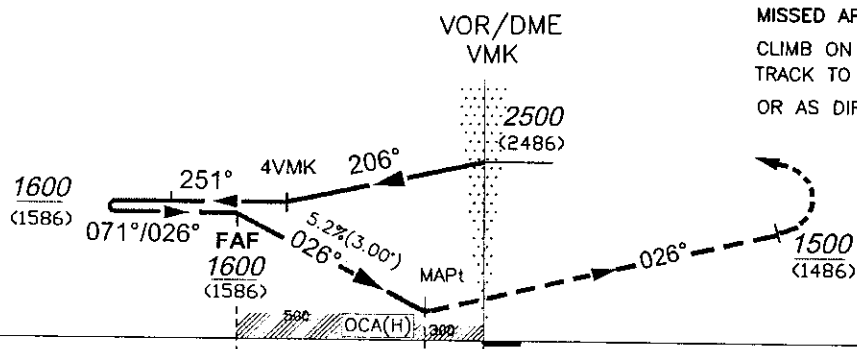


USE QNH

TRANSITION LEVEL: FL 130.
TRANSITION ALT : 11000 FT

DIST BY DME (NM)	5.0	4.0	3.0	2.0	1.2
ALT 3' APCH PATH (FT)	1600 (1586)	1282 (1268)	964 (950)	646 (662)	400 (386)

MISSED APPROACH
CLIMB ON 026° TO 1500 FT. TURN RIGHT, TRACK TO VMK HOLD, CLIMB TO 2500 FT. OR AS DIRECTED BY ATC.



ELEV 14 FT
(THR RWY 03)

NM FROM DME VMK 10 5 1.2 0 5 6 8 10 NM FROM DME VMK

OCA (H) FT.	A	B
STRAIGHT-IN APPROACH	400 (386) / 1.2 VMK	
CIRCLING	600 (586)	1100 (1086)

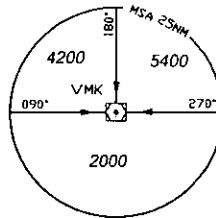
GROUND SPEED(KTS)	70	90	120	150	
FAF - MAPt = 3.6nm	MIN : SEC	3:04	2:24	1:48	1:26
RATE OF DESCENT (3')	FT./ MIN	355	455	608	775

APPENDIX - B

MALACCA / MALACCA

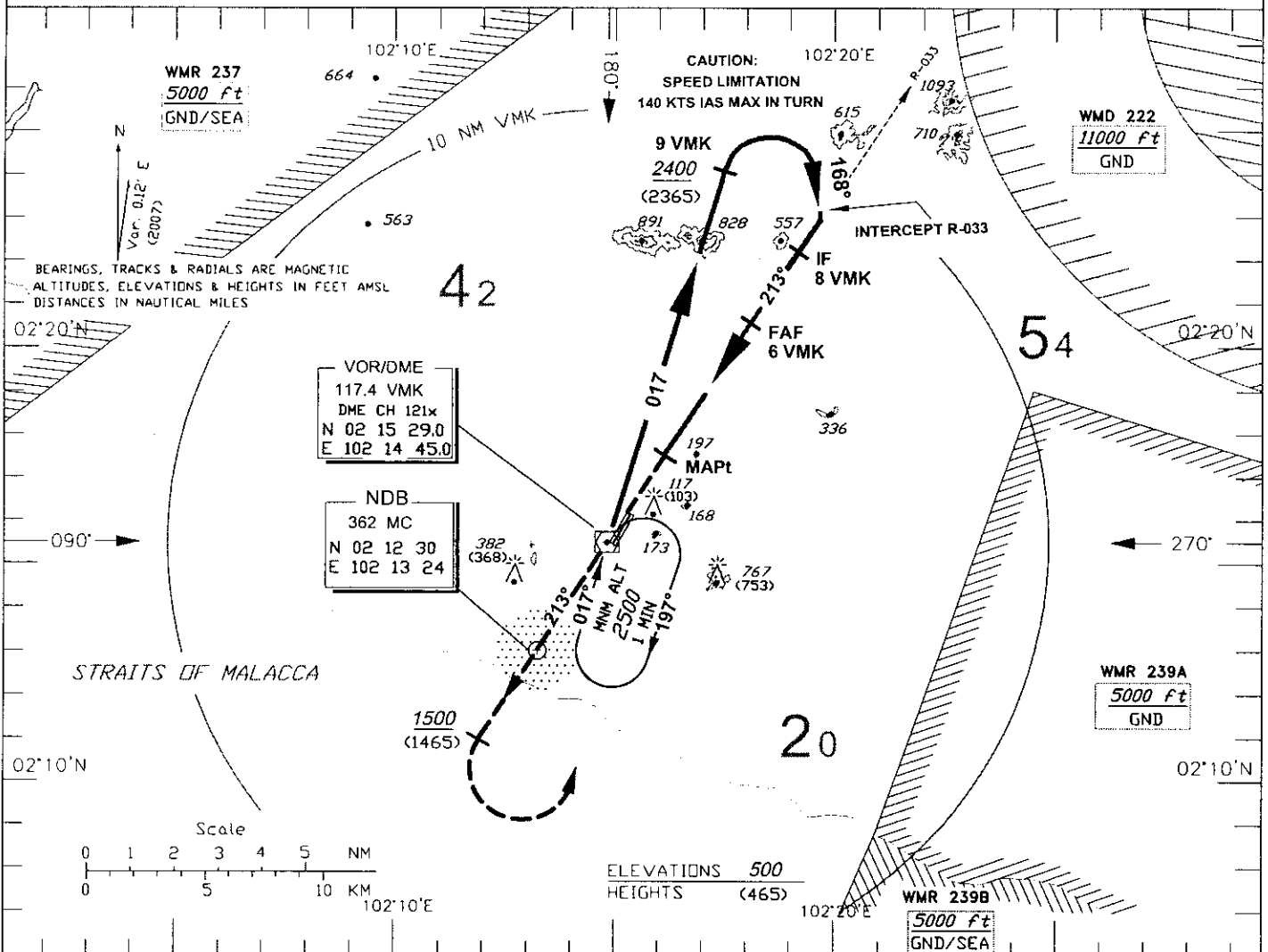
INSTRUMENT
APPROACH
CHART - ICAO

AD. ELEV. 35 FT.
HEIGHTS RELATED TO
THR RWY 21 ELEV. 35 FT.



TWR 118.00
SMC-121.60

VOR / DME
RWY 21
(CAT A & B)



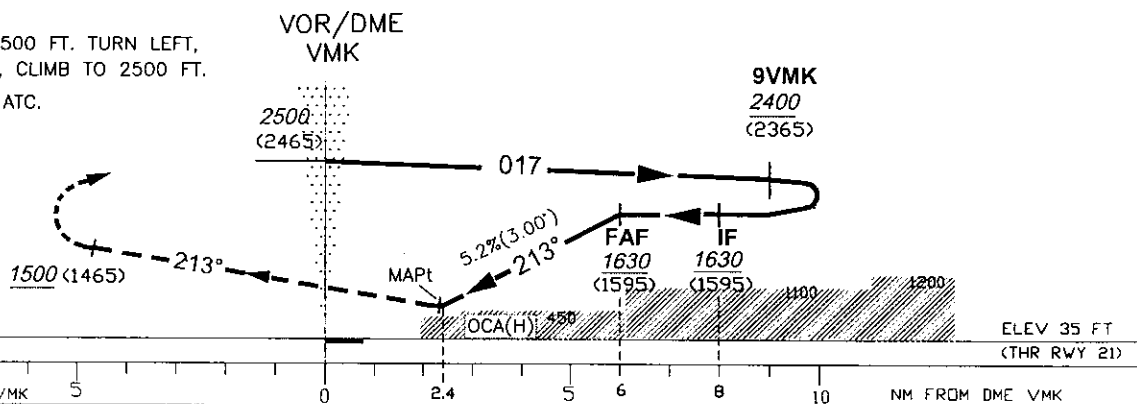
USE QNH

TRANSITION LEVEL: FL 130.
TRANSITION ALT : 11000 FT

DIST BY DME (NM)	6.0	5.0	4.0	3.0	2.4
ALT 3' APCH PATH (FT)	1630 (1595)	1312 (1277)	994 (959)	676 (641)	530 (495)

MISSED APPROACH

CLIMB ON 213° TO 1500 FT. TURN LEFT,
TRACK TO VMK HOLD, CLIMB TO 2500 FT.
OR AS DIRECTED BY ATC.



OCA (H) FT.	A	B
STRAIGHT-IN APPROACH	530 (495) / 2.4 VMK	
CIRCLING	600 (565)	1100 (1065)

GROUND SPEED (KTS)	70	90	120	150	
FAF - MAPt = 3.8nm	MIN : SEC	3:05	2:24	1:48	1:26
RATE OF DESCENT (3')	FT. / MIN	355	455	608	760