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KOTA KINABALU FLIGHT INFORMATION REGION

KOTA KINABALU INTERNATIONAL AIRPORT

AMENDMENTS: NEW AIRCRAFT PARKING STANDS AT TERMINAL 1 APRON

1. PURPOSE

- 1.1 The purpose of this AIP Supplement is to notify the industry on amendments regarding the new aircraft parking stands arrangement at the Terminal 1 Apron of the Kota Kinabalu International Airport.
- 1.2 This AIP Supplement supersedes the previously published AIP Supplement 40/2007 dated 3rd October 2007

2. TERMINAL 1 APRON PARKING CONFIGURATION

- 2.1 The Terminal 1 Apron is designed to cater for the operations of aircraft types B747(up to 400 series), B777(200 series), A319, A320, B737(up to 800 series), A340 (200 and 300 series), A330(200 and 300), A300-600, B767(200, 300 and 400 series), B757(200 and 300 series), Dornier 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	Stop Wheel Position (WGS 84 POSITION)
Bay 1	B747-400	5°55'14.106"N 116°03'02.901"E
Bay 2	B747-400	5°55'16.721"N 116°03'01.771"E

Bay 2A	A320-200	5°55'16.282"N 116°03'02.114"E
Bay 2B	A320-200	5°55'17.215"N 116°03'01.045"E
Bay 3	B747-400	5°55'19.230"N 116°03'00.685"E
Bay 3A	A320-200	5°55'18.725"N 116°03'01.124"E
Bay 3B	A320-200	5°55'19.657"N 116°03'00.055"E
Bay 4	B747-400	5°55'21.575"N 116°02'59.736"E
Bay 4A	A320-200	5°55'21.070"N 116°03'00.174"E
Bay 4B	A320-200	5°55'22.002"N 116°02'59.105"E
Bay 5	B747-400	5°55'23.920"N 116°02'58.786"E
Bay 5A	A320-200	5°55'23.415"N 116°02'59.225"E
Bay 5B	A320-200	5°55'24.347"N 116°02'58.155"E
Bay 6	A330-300	5°55'26.685"N 116°02'58.886"E
Bay 6A	A320-200	5°55'26.316"N 116°02'58.859"E
Bay 6B	A320-200	5°55'27.372"N 116°02'58.619"E
Bay 7	A320-200	5°55'28.513"N 116°02'59.720"E
Bay 8	A320-200	5°55'29.680"N 116°03'00.213"E
Bay 9	A320-200	5°55'30.846"N 116°03'00.706"E

Bay 10	A320-200	5 ⁰ 55'32.012"N 116 ⁰ 03'01.198"E
Bay 11	A320-200	5 ⁰ 55'33.260"N 116 ⁰ 03'01.725"E
Bay 12	A320-200	5 ⁰ 55'34.480"N 116 ⁰ 03'02.240"E
Bay 13	A320-200	5 ⁰ 55'35.728"N 116 ⁰ 03'02.768"E
Bay 14	Fokker F50 (PIPO)	5 ⁰ 55'37.571"N 116 ⁰ 03'02.419"E
Bay 15	Fokker F50 (PIPO)	5 ⁰ 55'39.345"N 116 ⁰ 03'03.169"E
Bay 16	Fokker F50 (PIPO)	5 ⁰ 55'38.702"N 116 ⁰ 03'04.676"E
Bay 17	DHC6 (PIPO)	5 ⁰ 55'37.542"N 116 ⁰ 03'05.791"E
Bay 18	DHC6 (PIPO)	5 ⁰ 55'36.513"N 116 ⁰ 03'05.357"E
Bay 19	DHC6 (PIPO)	5 ⁰ 55'35.484"N 116 ⁰ 03'04.923"E

2.3 The Terminal 1 Apron is provided with two sets of aircraft stand parking configuration:

- i. Power In – Push Back [PIPB] configuration
- ii. Power in – Power out [PIPO] configuration

2.3.1 Power In – Push Back configuration

Power In – Push Back configuration provides for twenty-three [23] aircraft parking stands. Seventeen [17] aircraft parking stands for B737/A320 Power In – Push Back.

Aircraft parking stands provided under the Power In - Push Back configuration are designated as follows –

AIRCRAFT STAND NUMBER	ACFT.TYPE or Equivalent size
Bay 1	B747-400
Bay 2	B747-400
Bay 2A	A320-200
Bay 2B	A320-200
Bay 3	B747-400
Bay 3A	A320-200
Bay 3B	A320-200
Bay 4	B747-400
Bay 4A	A320-200
Bay 4B	A320-200
Bay 5	B747-400
Bay 5A	A320-200
Bay 5B	A320-200
Bay 6	A330-300
Bay 6A	A320-200
Bay 6B	A320-200
Bay 7	A320-200
Bay 8	A320-200
Bay 9	A320-200
Bay 10	A320-200
Bay 11	A320-200
Bay 12	A320-200
Bay 13	A320-200

2.3.2 Power In – Power Out Configuration

The Power In – Power Out configuration provides for six (6) aircraft parking stands for the Dorniers and Fokker 50.

Aircraft parking stands provided under the Power In – Power Out configuration are designated as follows:

AIRCRAFT STAND NUMBER	ACFT.TYPE or Equivalent size
Bay 14	Fokker F50 (PIPO)
Bay 15	Fokker F50 (PIPO)
Bay 16	Fokker F50 (PIPO)
Bay 17	DHC6 (PIPO)
Bay 18	DHC6 (PIPO)
Bay 19	DHC6 (PIPO)

3. AVAILABILITY OF AIRCRAFT PARKING STANDS

3.1 The operational availability of aircraft parking stands at the Terminal 1 Apron will be notified by trigger NOTAM.

4. ALLOCATION OF PARKING STANDS AND MARSHALLING

4.1 Air Traffic Control is solely responsible for regulating the flow of aircraft into- and out- of the Terminal 1 Apron and on the associated apron taxiway.

4.2 For arrivals, ATC will direct arriving aircraft to the Terminal 1 Apron and provide the pilot with the assigned aircraft parking stand number. Upon entering the apron, the pilot-in-command shall look-out for aircraft marshallsers to guide the aircraft to the assigned aircraft parking stand or be guided by the VDGS

4.3 For departures, ATC will provide start-up and push-back approvals. The pilot-in-command and aircraft marshallsers shall be responsible for the safety of the 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.

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 1 Apron and on the associated apron taxiway.

5.2 The pilot-in-command and aircraft marshallsers 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 All aircraft at Power In – Power Out parking configuration shall start-up and taxi at minimum power until clear of the appropriate blast zone.
- 5.4 No simultaneous movement of aircraft is allowed at the adjacent parking stands.
- 5.5 All service vehicles are to enter or exit apron via the designated GSE route.
- 5.6 All ground support facilities shall be located at the designated staging area.

6. IMPLEMENTATION

- 6.1 The tentative dates to implement this aircraft parking configuration shall be as follows:

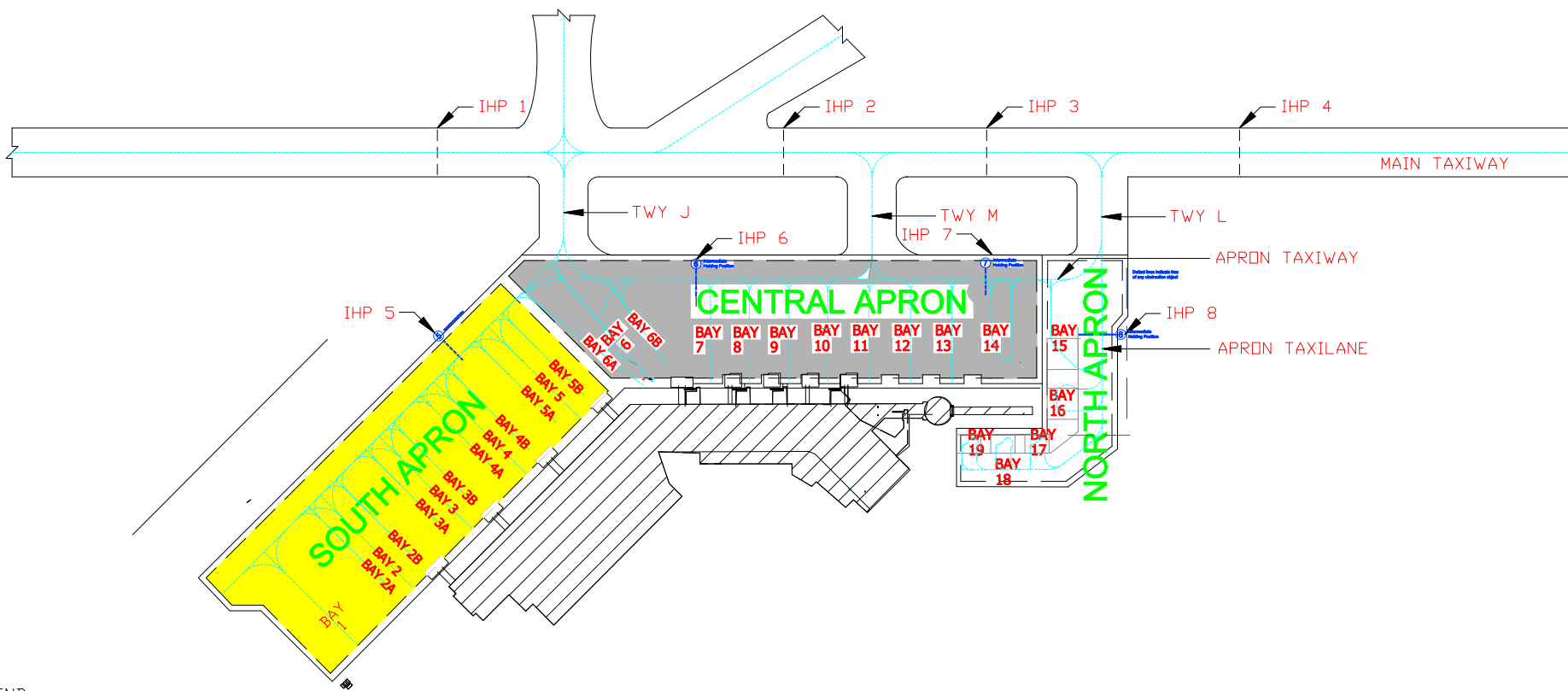
Aircraft Parking bays	Tentative Implementation dates
1, 2, 2A, 2B, 3, 3A, 3B, 4, 4A, 4B, 5, 5A, 5B	From 22 nd January 2008
All parking bays	From 1 st June 2009

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 - LAYOUT OF TERMINAL 1 PARKING BAYS



LEGEND

-  MAIN TERMINAL BUILDING
- IHP - INTERMEDIATE HOLDING POSITION

NOT TO SCALE