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KUALA LUMPUR FLIGHT INFORMATION REGION

KL INTERNATIONAL AIRPORT

PROCEDURES FOR TAXIING AND TOWING OF AIRCRAFT TO AND FROM SEPANG AIRCRAFT ENGINEERING (SAE) HANGAR

1. INTRODUCTION

- 1.1 The purpose of this AIP Supplement is to notify the aviation industry of the introduction of new procedures for all the users regarding the taxiing and towing of aircraft to and from the SAE Hangar at KLIA.
- 1.2 The information provided in this AIP Supplement is presented in similar ICAO format as applicable for the AIP Malaysia.

2. LOCATION AND HANGAR SPACE

Located at 02° 43' 14.53"N 101° 43'19.55" E and Hangar space of 11520 sq m which is good for four (4) A320 Airbus.

3. OPERATING PROCEDURES

- 3.1 The Pilot In Command or Tow Master shall request approval from DCA Control Tower (callsign "Lumpur Ground") on the appropriate VHF frequency prior start-up or prior towing to and from SAE Hangar.
- 3.2 The appropriate VHF frequencies to contact DCA Control Tower are listed in AIP Malaysia Volume II WMKK AD 2-25.1 to AD 2-25.7.
- 3.3 All aircraft shall obtain ATC Clearance prior to commencement of push back/start-up or towing.
- 3.4 The aircraft transponder shall be switched on only when the aircraft is commencing push back/start-up or towing.
- 3.5 Due to the line of sight problem, the Pilot In Command or Tow Master shall be responsible for the separation with other aircraft and other obstructions while taxiing or being towed on Intersection D12.

4. RESTRICTIONS

- 4.1 Only aircraft of code D and below is permitted to taxi on own power from Intersection D12 to SAE Hangar and vice versa.
- 4.2 Code E aircraft taxiing to SAE Hangar shall stop at Intersection D12 and to be towed to SAE Hangar.
- 4.3 Code E aircraft shall be towed from SAE Hangar to Intersection D12 before start-up for taxiing on own power.

5. IMPLEMENTATION

This AIP Supplement will be applicable on 8 May 2008 at 0001 UTC.

6. CANCELLATION

This AIP Supplement will remain current until the information is published in AIP Malaysia.

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