
AIP SUPPLEMENT MALAYSIA

PHONE : 6-03-8871 4000
TELEX : PENAWA MA 30128
FAX : 6-03-8881 0530
AFTN : WMKKYAYS
COMM : AIRCIVIL
KUALA LUMPUR

AERONAUTICAL INFORMATION SERVICES
DEPARTMENT OF CIVIL AVIATION
NO. 27, PERSIARAN PERDANA
LEVEL 1-4, PODIUM BLOCK, PRECINCT 4,
62618 PUTRAJAYA
MALAYSIA

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KUALA LUMPUR FLIGHT INFORMATION REGION

PENANG INTERNATIONAL AIRPORT ESTABLISHMENT AND OPERATIONS OF NEW AIRCRAFT PARKING STANDS AT MAIN TERMINAL APRON AND GENERAL AVIATION APRON

1. INTRODUCTION

- 1.1 The Parking Apron at the Penang International Airport is currently undergoing rehabilitation programme. The Works involve the rehabilitation of Bay 6 to Bay 14, introduction of new parking Bay 15, new Taxiway to GA Parking Apron, and new Apron Taxiway.

2. PURPOSE

- 2.1 The purpose of this AIP Supplement is to notify the aviation industry of the new aircraft parking stands arrangement and changes to aircraft parking stand position at Main Terminal Apron and General Aviation Apron of the Penang International Airport that will be available for operation use.

3. APRON PARKING CONFIGURATION

- 3.1 The new aircraft parking stands are indicated in the table below and Appendix A:

AIRCRAFT STAND NUMBER	ACFT TYPE OR EQUIVALENT SIZE	WGS84 POSITION
Bay 3	AN124	T.B.N.
Bay 4	B747-400	T.B.N.
Bay 5	B747-400	T.B.N.
Bay 6	B747-400	T.B.N.
Bay 7	B747-400	T.B.N.
Bay 8	B747-300	T.B.N.

Bay 9	B757	T.B.N.
Bay 10	B737	T.B.N.
Bay 11	B737	T.B.N.
Bay 12	B737	T.B.N.
Bay 13	B747-400	T.B.N.
Bay 14	B747-400	T.B.N.
Bay 14A	Fokker F50 (PIPO)	T.B.N.
Bay 15	B747-400	N = 05° 17' 43.041 E = 100° 16' 12.806
Bay 15A	Fokker F50 (PIPO)	N = 05° 17' 41.728 E = 100° 16' 13.896
Bay 15B	Fokker F50 (PIPO)	N = 05° 17' 42.499 E = 100° 16' 13.048
Bay GA1	B737-800 (PIPO)	N = 05° 17' 40.715 E = 100° 16' 07.501
Bay GA1A	Fokker F50 (PIPO)	N = 05° 17' 40.247 E = 100° 16' 06.069
Bay GA1B	Fokker F50 (PIPO)	N = 05° 17' 41.401 E = 100° 16' 07.905

Note : T.B.N. = To be notified

3.2 The Main Terminal 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

3.3 Power In – Push Back Configuration

3.3.1 Power In – Push Back configuration provides for thirteen [13] aircraft parking stands.

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

AIRCRAFT STAND NUMBER	ACFT TYPE OR EQUIVALENT SIZE
Bay 3	AN124
Bay 4	B747-400
Bay 5	B747-400
Bay 6	B747-400
Bay 7	B747-400
Bay 8	B747-300
Bay 9	B757
Bay 10	B737
Bay 11	B737
Bay 12	B737
Bay 13	B747-400
Bay 14	B747-400
Bay 15	B747-400

3.3.3 All aircraft parking stands designated under the Power In – Push Back configuration are marked with continuous yellow parking stand guidelines.

3.4 Power In – Power Out Configuration

3.4.1 The Power In – Power Out configuration provides for six [6] aircraft parking stands.

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

AIRCRAFT STAND NUMBER	ACFT TYPE OR EQUIVALENT SIZE
Bay 14A	Fokker F50 (PIPO)
Bay 15A	Fokker F50 (PIPO)
Bay 15B	Fokker F50 (PIPO)
Bay GA1	B737-800 (PIPO)
Bay GA1A	Fokker F50 (PIPO)
Bay GA1B	Fokker F50 (PIPO)

- 3.4.3 All aircraft parking stands designated under the Power In – Power Out configuration are marked with broken yellow parking stand guidelines except Bay GA1 is marked with continuous yellow parking stand guidelines.

4. AVAILABILITY OF AIRCRAFT PARKING STANDS

- 4.1 The operational availability of new aircraft parking stands at the Main Terminal Apron will be notified by trigger NOTAM.

5. ALLOCATION OF PARKING STANDS AND MARSHALLING

- 5.1 Air Traffic Control is only operation responsible for regulating the flow of aircraft into- and out- of the Main Apron and General Aviation Apron and on the associated apron taxiway.
- 5.2 For arrivals, ATC will direct arriving aircraft to the parking bay 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 or the VDGS to guide the aircraft to the assigned aircraft parking stand.
- 5.3 For departures, ATC will provide start-up, push-back and taxiing 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, 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.

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 Main Apron and General Aviation 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 and taxiing.
- 6.3 All aircraft at Power In – Power Out parking configuration shall start-up and taxi at minimum power until clear of the appropriate blast zone.
- 6.4 Only Code C or smaller aircraft is allowed to manoeuvre into- and out- of the General Aviation Apron through GA taxilane.
- 6.5 No B737 shall enter the GA Apron when there is aircraft parked at Bay GA1A or Bay GA1B. No aircraft shall also enter the GA Apron when there is a B737 parked at Bay GA1.
- 6.6 No aircraft shall enter Bay 14 when there is aircraft parked at Bay 14A. No aircraft shall also enter Bay 14A when there is aircraft parked at Bay 14.
- 6.7 No aircraft shall enter Bay 15 when there is aircraft parked at Bay 15A or Bay 15B. No aircraft shall also enter Bay 15A or Bay 15B when there is aircraft parked at Bay 15.
- 6.8 No simultaneous movement of aircraft is allowed at the adjacent PIPO parking stands.

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

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

7. IMPLEMENTATION

7.1 The tentative dates to implement this aircraft parking configuration shall be as follows:.

AIRCRAFT PARKING BAYS	TENTATIVE IMPLEMENTATION DATES
3, 4, 5	6 May 2008
6, 7	6 May 2008
8, 9	2 August 2008
10, 11	29 October 2008
12, 13	25 January 2009
14, 14A	23 April 2009
15, 15A, 15B, GA1, GA1A, GA1B	15 April 2008

8. CANCELLATION

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

DATO' AZHARUDDIN ABDUL RAHMAN

Director General

Department of Civil Aviation

Malaysia

PENANG INTERNATIONAL AIRPORT LAYOUT OF MAIN TERMINAL PARKING BAYS

