
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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KOTA KINABALU FLIGHT INFORMATION REGION

KUCHING INTERNATIONAL AIRPORT ESTABLISHMENT AND OPERATIONS OF A NEW AIRCRAFT PARKING STAND AT KUCHING INTERNATIONAL AIRPORT

1. INTRODUCTION

- 1.1 A new aircraft parking stands at the main apron of Kuching International Airport will be establish to accommodate ATR-72 for Power-in Power-out [PIPO] at bay no. 4A.

2. PURPOSE

- 2.1 The purpose of this AIP Supplement is to notify the industry of the new aircraft parking stands arrangement at Kuching International Airport that will be available for operational use.

3. APRON PARKING CONFIGURATION

- 3.1 The new aircraft parking stands 4A is to cater for ATR-72 and smaller aircraft.
- 3.2 The new aircraft parking configuration is indicated in the table below and Appendix A.
- 3.3

AIRCRAFT REMOTE STAND NUMBER	AIRCRAFT TYPE OR EQUIVALENT SIZE
Bay 4A	ATR-72 smaller aircraft

4. AVAILABILITY OF AIRCRAFT PARKING STANDS

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

5. ALLOCATION OF PARKING STANDS AND MARSHALLING

- 5.1 Air Traffic Control is only responsible for regulating the flow of aircraft into- and out- of the Apron and on the associated apron taxiway.
- 5.2 For arrivals, ATC will direct arriving aircraft to the 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 marshallers to guide the aircraft to the assigned aircraft parking stand.
- 5.3 For departures, ATC will provide start-up and push-back 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 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 Aircraft at Power-In Power-Out parking configuration shall start-up and taxi at minimum power until clearing the appropriate blast zone.
- 6.4 All service vehicles are to enter or exit apron via the designated GSE route.
- 6.5 All ground support facilities shall be located at the designated staging area.

7. IMPLEMENTATION

- 7.1 This AIP Supplement is disseminated for immediate implementation.

8. CANCELLATION

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

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

KUCHING INTERNATIONAL AIRPORT PARKING APRONS AND AIRCRAFT STAND NUMBERS

