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KOTA KINABALU FLIGHT INFORMATION REGION SIBU AIRPORT, SARAWAK REVISION OF SIBU CONTROL ZONE, INTRODUCTION OF ATC SURVEILLANCE MINIMUM ALTITUDE AND DESCRIPTION OF THE STANDARD RADAR DEPARTURE

1. INTRODUCTION

- 1.1 The purpose of this AIP Supplement is to notify the aviation industry of the installation of a new ATC surveillance system and the establishment of ATC surveillance services at Sibu Airport, Sarawak. In conjunction with the new facilities and services, Sibu Control Zone's lateral and vertical dimensions will be revised. ATC Surveillance Minimum Altitude Area and Standard Radar Departure (SRD) procedures will be introduced.

2. REVISED SIBU CONTROL ZONE (CTR)

- 2.1 Details of the new Sibu CTR are as follows:

Designation and Lateral Limits	Sibu CTR Area contained within a radius of 40NM centered from VSI DVOR/DME (021448.5N 1120012.2E)
Vertical limits	GND / ALT 115
Airspace classification	Class C
ATS unit callsign Language	Sibu Radar English
Channels	122.6 MHZ (Sibu Director) 132.2 MHZ (Sibu Tower) 121.9 MHZ (Sibu Ground) 121.5 MHZ (Emerg) 127.65 MHZ (ATIS)
Transition altitude	11000FT

3. ATC SURVEILLANCE MINIMUM AREAS

- 3.1 ATC Surveillance Minimum Altitude Areas (ATC SMA) for the Sibul Control Zone (CTR) are established within an area of 40NM radius of VSI VOR/DME.
- 3.2 Sibul ATC SMA is sectorised to gain relief from obstacles clearance and all sector bearings and distances are taken from VSI VOR/ DME for user positional awareness purposes.
- 3.3 The pre-determined minimum altitude within each sector boundary in the ATC SMA will ensure a minimum of 1000FT clearance above the highest obstacles within 5NM of an aircraft's position.
- 3.4 Information on the ATC SMA will show the following:
- a. Extent of the ATC Surveillance Minimum Altitude Area
 - b. Radar minimum altitude sectors defined by bearings and radials from VSI VOR/DME to the nearest degree
 - c. Significant spot elevations
 - d. Aerodrome elevation
 - e. Radio communications failure procedure

4. STANDARD RADAR DEPARTURES (SRD)

- 4.1 A Standard Radar Departure (SRD) is an instrument departure procedure introduced as an alternative to a SID to improve the traffic flow.
- 4.2 Sibul SRD will be identified as "*SIBU RADAR ONE DEPARTURE*".
- 4.3 The description of SRD clearance and procedures is available in AIP Malaysia Volume 1, Page ENR 1.5 – 17, paragraph 3.2.11.

5. CHARTS

- 5.1 Sibul CTR Chart as per AIP format is shown in Appendix A.
- 5.2 ATC SMA Charts are shown in Appendix B.
- 5.3 SRD Sibul Radar One Departure Chart is shown in Appendix C.

6. IMPLEMENTATION

- 6.1 This AIP Supplement will be implemented on 17 December 2009. A trigger NOTAM will be issued.

7. CANCELLATION

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

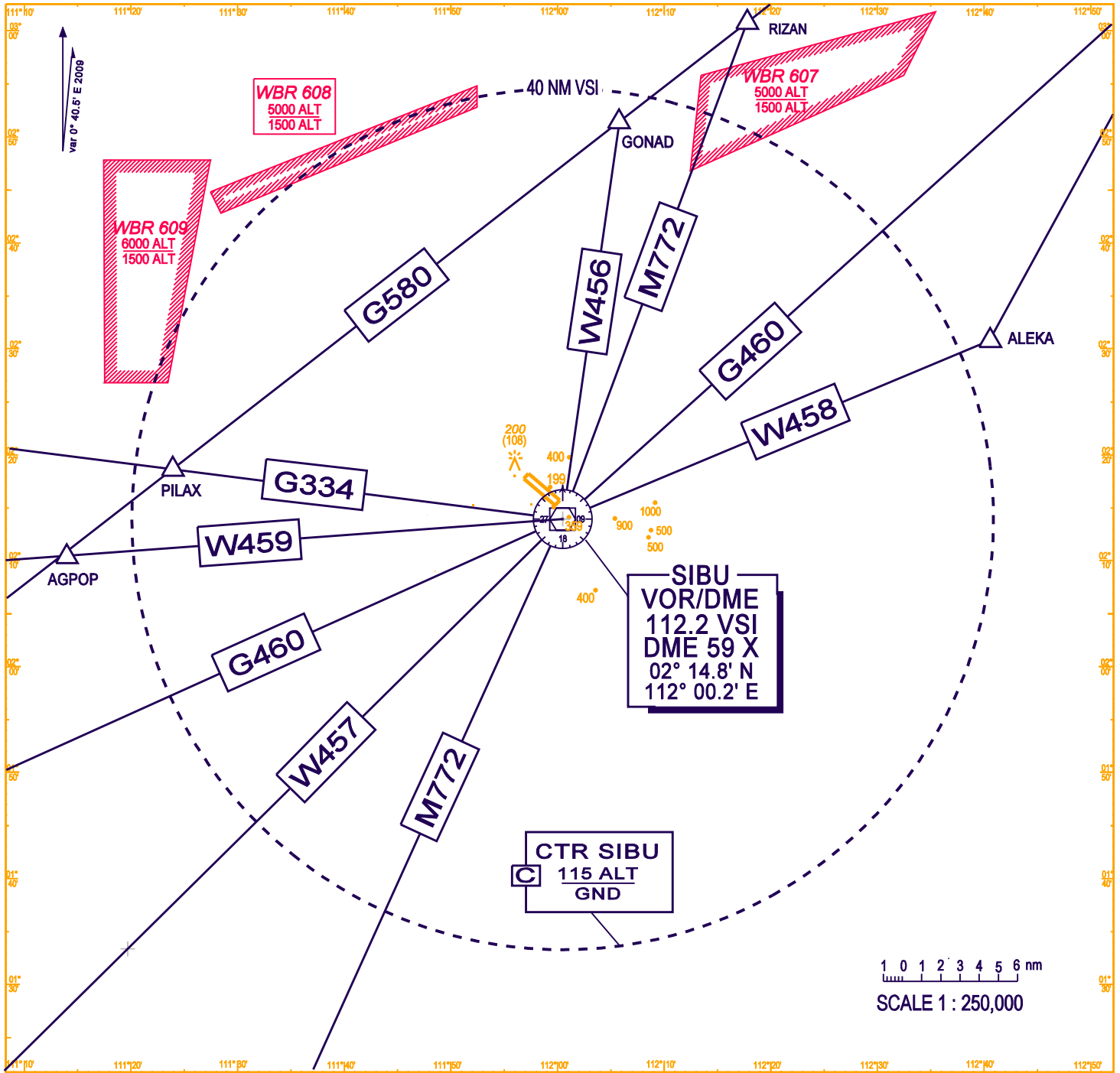
DATO' AZHARUDDIN ABDUL RAHMAN

Director General

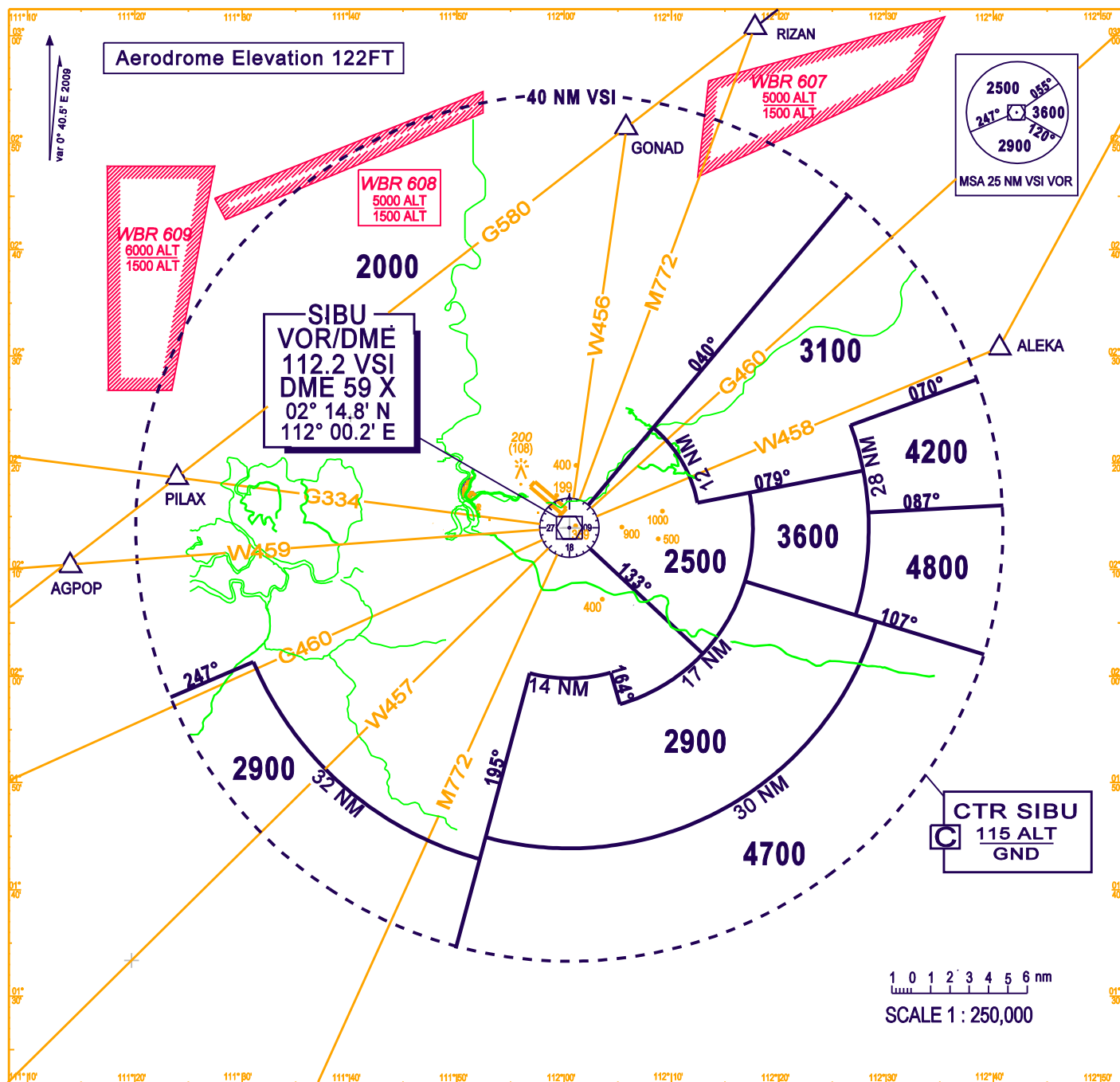
Department of Civil Aviation

Malaysia

SIBU CONTROL ZONE



SIBU ATC SURVEILLANCE MINIMUM ALTITUDE CHART



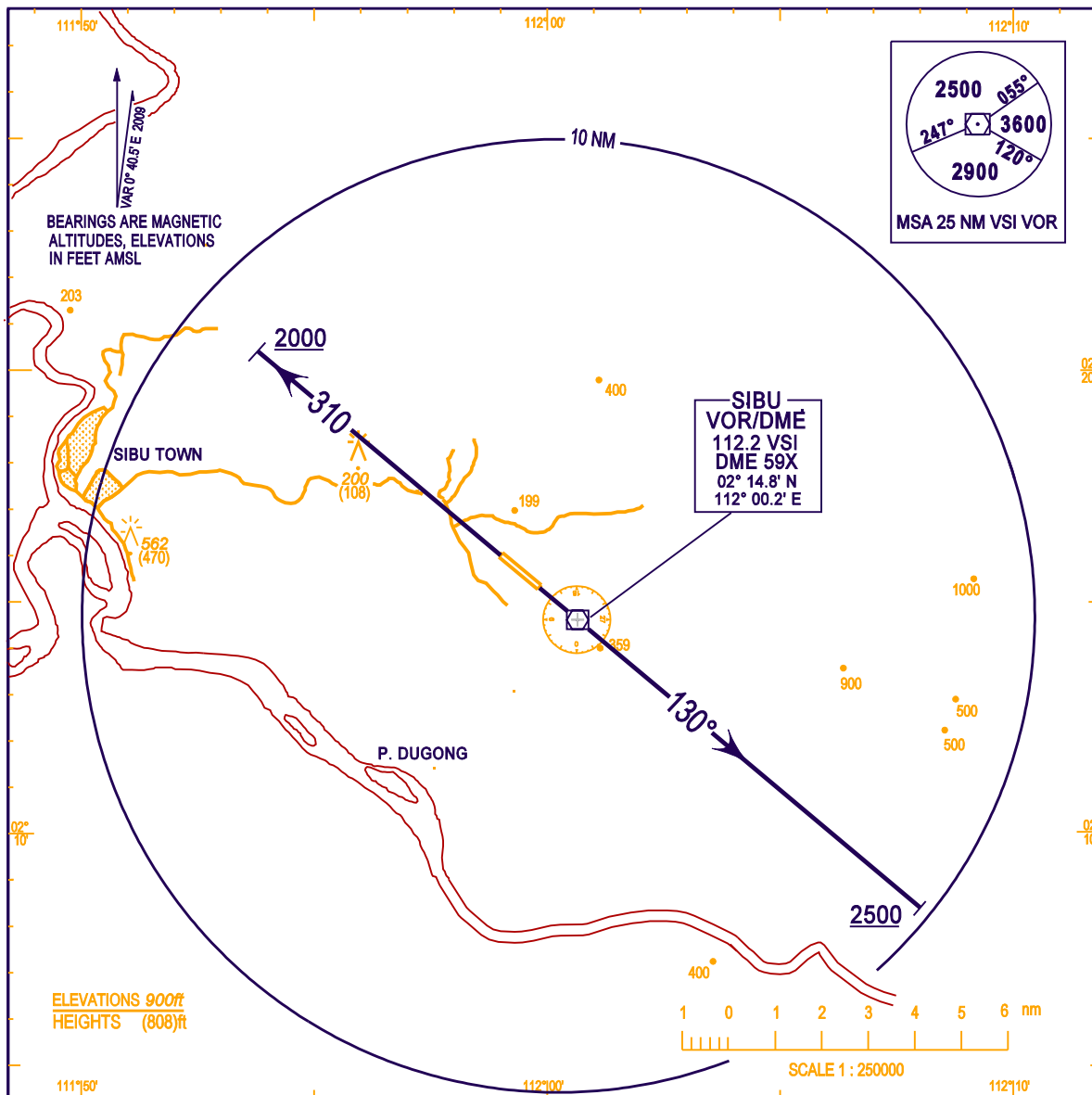
**STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO**

AD ELEV 122FT
Standard Criteria Apply

TRANSITION ALTITUDE
11000ft

APP	122.6
TWR	132.2
SMC	121.9
ATIS	127.65
EMERG	121.5

**SIBU/SIBU
SIBU RADAR 1 DEP
RWY 13/31**



SIBU RADAR ONE DEPARTURE

RWY 13

TRACK HEADING 130°
ON PASSING 2500FT TURN TO ASSIGNED HEADING
CONTACT SIBU DIRECTOR WHEN AIRBONE

RWY 31

TRACK HEADING 310°
ON PASSING 2000FT TURN TO ASSIGNED HEADING
CONTACT SIBU DIRECTOR WHEN AIRBONE

COMMUNICATIONS FAILURE:

**IMMEDIATELY SQUAWK 7600
MAINTAIN ASSIGNED HEADING - CLIMB TO MSA OR LAST ASSIGNED LEVEL IF HIGHER
MAINTAIN MSA OR ASSIGNED LEVEL, AS APPLICABLE FOR 2 MINUTES
THEN CLIMB TO FLIGHT PLANNED LEVEL AND INTERCEPT FLIGHT PLANNED TRACK
(AS AMENDED BY ATC, IF APPLICABLE)**