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KOTA KINABALU FLIGHT INFORMATION REGION MIRI AIRPORT

INTRODUCING OF THE NEW HANGAR AND NEW GENERAL AVIATION APRON (GA 2) FOR AWAN INSPIRASI SDN. BHD. AT MIRI AIRPORT, MIRI, SARAWAK, MALAYSIA

1. INTRODUCTION

- 1.1 The New Hangar and General Aviation Apron 2 project at Miri Airport have been completed.
- 1.2 The New Hangar and General Aviation Apron 2 project were designed to accommodate 4 helicopters up to Sikorsky S92 (Rotor Diameter = 17.2M, Overall Largest Dimension, D = 21M).

2. PURPOSE

- 2.1 The purpose of this AIP Supplement is to introduce to the industry the establishment of the new Awan Inspirasi Hangar and General Aviation Apron 2 (GA 2) at Miri Airport, Sarawak.
- 2.2 The information provided in this AIP Supplement is presented in similar to ICAO format applicable for the Aeronautical Information Publication. Please refer to Appendix A1, A2, A3, B1 and B2 for details.

3. IMPLEMENTATION

- 3.1 This AIP Supplement and relevant charts are effective with immediate effect

4. CANCELLATION

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

DATO' AZHARUDDIN ABDUL RAHMAN
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WBGR AD 2.8 APRON, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Surface : Concrete Strength : Apron A - Stand A1 & A2 -PCN 45/R/C/X/T Stand A3 -PCN 75/R/C/X/T Apron B - Stand B1, B2, C1, C2, C3, C4 & C5 -PCN 45/R/C/X/T Apron GA2 – Stands H1, H2, H3 & H4 – PCN 45/R/C/X/T
2	Taxiway width, surface and strength	Width : 23 M Surface : Asphalt Strength : PCN 79/F/C/X/T
3	ACL location and elevation	Location : At Apron Elevation : 16.10 M (52.80 FT)
4	VOR / INS checkpoint	VOR : At TWY A, TWY B & TWY F holding point. See AD Chart. TWY A : 041834N 1135848E Brg 026° 48' 11" Dist. 1.73NM / 3.204KM TWY B : 041918N 1135909E Brg 027° 53' 18" Dist 0.93NM / 1.716KM TWY F : 041958N 1135928E Brg 032° 43' 46" Dist 0.36NM / 659.6M At aircraft parking stand. INS : Gate A1 : B737-400 -041931N 1135903E Gate A2 : B737-400 -041929N 1135903E Gate A3 : A330-300 -041928N 1135902E B737-400 -041928N 1135902E
5	Remarks	Nil

WBGR AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking / parking guidance system of aircraft stands	Taxiing guidance signs, taxiway centreline markings, holding point markings and apron parking guidelines. MASI-APGS Visual docking and guidance system for Bay 1,2 and 3. Nose wheel guidance line for all parking bays.
2	RWY and TWY marking and LGT	Rwy : Designation, Threshold, Touchdown Zone, Aiming Point Centreline, Edge and End Markings. Rwy : High Intensity Edge Lights, Green Threshold Lights Twy : Centreline, Holding Position, Edge Markings Twy : Edge Lightings
3	Stop bars	At holding point -Red.
4	Remarks	Apron parking guidance system Bay A1, A2 and A3 cannot be seen clearly by Pilot upon docking aircraft whenever reflected by sunlight rays.
5	General Aviation Apron	Air Traffic Control is solely responsible for regulating the flow of aircraft into- and out-of the General Aviation Aprons. Pilot-in-command shall look-out for aircraft marshallers to guide the aircraft to be assigned aircraft parking stand.

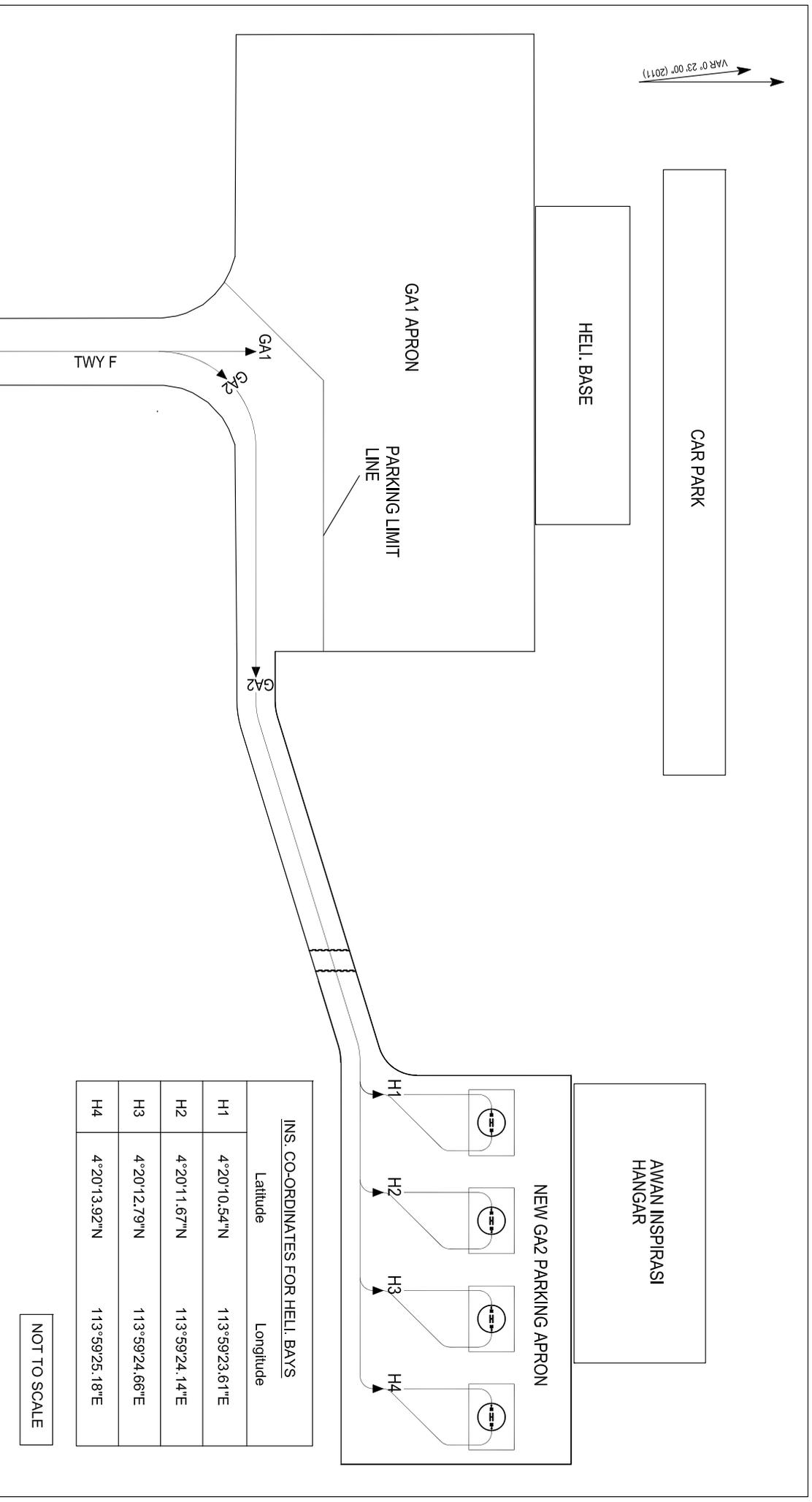
WBGR AD 2.20 LOCAL TRAFFIC REGULATIONS

- 1 Minimum height over Miri town is 1500 FT.
- 2 Helicopter inbound to Miri shall proceed via published VFR routes and VFR holds i.e. Lambir Water Works Tower & West of Tg. Lobang.
- 3 Arriving aircraft will be allocated a stand number by SMC. General aviation aircraft will be directed to parking Apron B or General Aviation Parking Apron as directed by ATC.
- 4 Departing aircraft shall contact SMC on 121.9 MHz for start-up clearance at least 10 minutes before departure. Departing aircraft shall obtain push-back clearance, taxi instruction and ATC clearance from SMC on 121.9 MHz.
- 5 Procedures for VFR flights within Miri CTR/TMA :
 - a) A flight plan shall be filed for the flight concerned.
 - b) ATC clearance shall be obtained from Miri TWR.
 - c) Any deviation from ATC clearance requires prior permission.
 - d) The flight shall be conducted with vertical visual reference to the ground.
 - e) Two-way radio communication shall be established with Miri Director on 129.9 MHz (P) or 122.7 MHz (S) prior to entering the Miri CTR/TMA.
 - f) All VFR flights shall follow the established VFR Routes for entry and exit of the Miri CTR/TMA, as shown in Visual Chart. Any deviation outside these routes requires prior ATC permission.
- 6 Circuit height 1500 FT. Light aircraft and Helicopters 1000 FT.
Departing aircraft shall be pushed out on to the apron centerline and face North or as directed by ATC.
- 7 Engine run procedures for aircraft :
 - a) Fitted with Auxiliary Power Unit (APU)
 - i. Aircraft shall start-up one engine.
 - ii. Push back shall commence after one engine has started up. Such engine shall be on idle power at push back.
 - iii. Start-up of other engine shall be made after push back and when the aircraft is in position on the apron taxiway line.
 - b) Not fitted with Auxiliary Power Unit (APU) or when the APU is unserviceable.
 - i. Shall be permitted to start all engines before push back, except for wide-body aircraft (i.e. Airbus).

WBGR AD 2.20 LOCAL TRAFFIC REGULATIONS (Cont'd)

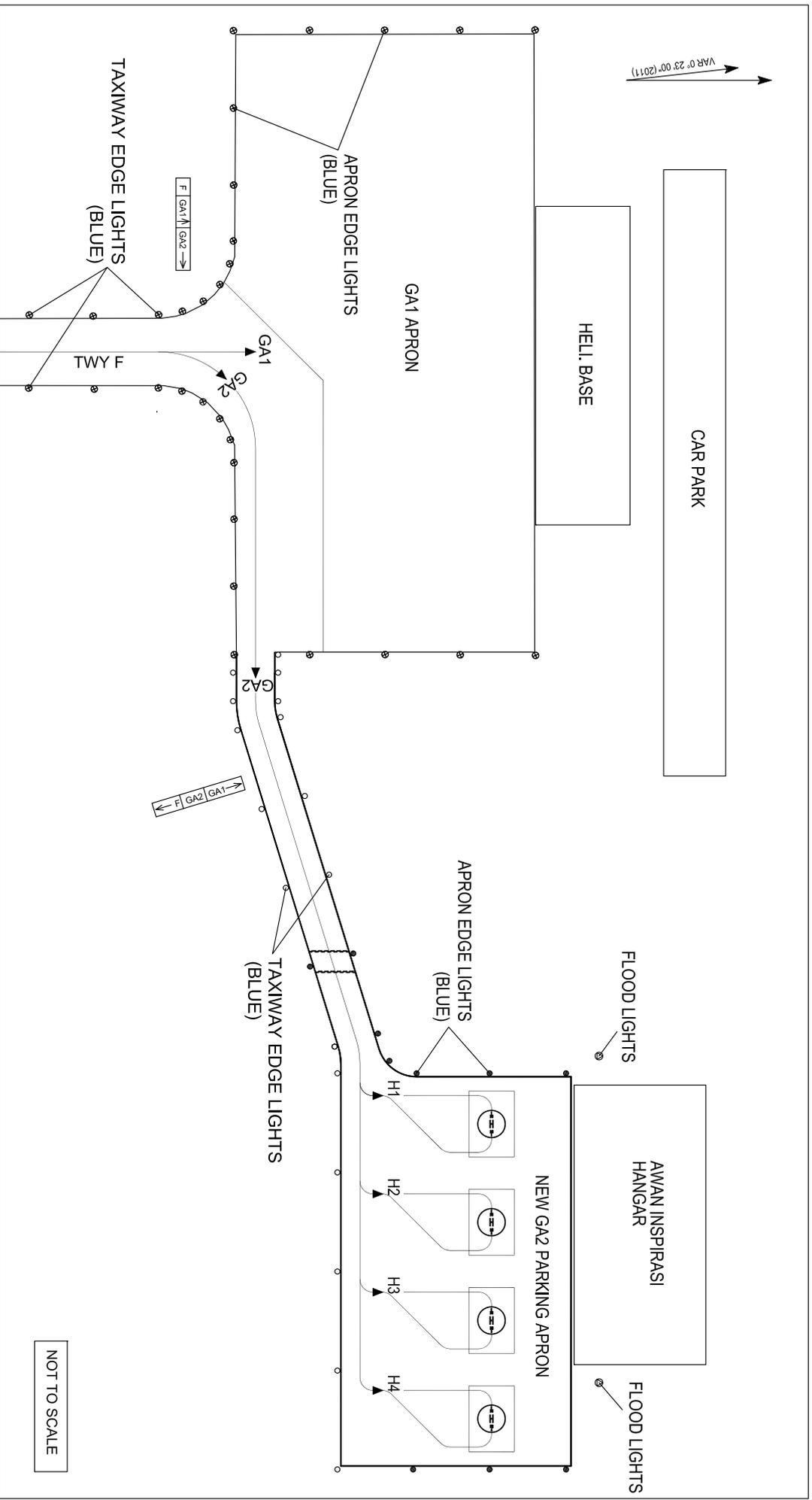
- 8 For aircraft departing GA 2, ATC will provide start-up and taxi approvals. The pilot-in-command and aircraft marshalls shall be responsible for the safety of the aircraft with respect to all vehicles, persons and other obstruction during engine start up, power-out and taxiing, and also ensuring appropriate blast zones or helicopter down wash areas are clear during engine start up.
- 9 All movements at the GA2 apron and connecting taxiway shall be 'Ground Taxiing' movements. No air taxiing (hovering) for rotor-winged aircraft is allowed.
- 10 All aircraft to be parked at GA 1 shall ensure adequate clearance from connecting apron taxiway Foxtrot to GA 2 by parking away from the Red 'Parking Limit Line'.
- 11 Departing aircraft on GA 1 shall give way to incoming or outgoing aircraft to/from GA 2.
- 12 All ground support facilities at GA 2 shall be located at the designated staging area. All service vehicles GA 2 are to enter or exit apron via the designated GSE route. Vehicles crossing the taxiway linking GA1 and GA2 shall ensure adequate clearance behind the holding line marking and no aircraft traffic prior to crossing.

MIRI AIRPORT - TAXIWAY AND APRON MARKINGS FOR GENERAL AVIATION APRONS



NOT TO SCALE

MIRI AIRPORT - AERONAUTICAL GROUND LIGHTING FOR GENERAL AVIATION APRONS



NOT TO SCALE