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**KUCHING INTERNATIONAL AIRPORT (WBGG)  
REVISED OF INSTRUMENT FLIGHT PROCEDURES  
FOR RUNWAY 07 AND RUNWAY 25**

**1 INTRODUCTION**

- 1.1 The purpose of this AIP Supplement is to notify the aviation industry of the revision of Instrument Flight Procedures (IFP) for Kuching International Airport (WBGG).
- 1.2 There are several inquiries received from data packers regarding Kuching IFP. A review has been conducted and there are several IFPs that need to be updated.

**2 REVISED INSTRUMENT FLIGHT PROCEDURES**

- 2.1 The revised Standard Instrument Departure Procedures (SID) charts are as follows:

APPENDIX A-1	STANDARD DEPARTURE CHART INSTRUMENT (SID) – ICAO – RWY 07 (RNAV) – ESBAL 1K DEP MOXUN 1J DEP TEMES 1H DEP (VIA PEGDU)
APPENDIX A-2	STANDARD DEPARTURE CHART INSTRUMENT (SID) – ICAO – RWY 07 (RNAV) – OROMA 1H DEP LUTMO 1H DEP KIKAK 1J DEP
APPENDIX A-3	STANDARD DEPARTURE CHART INSTRUMENT (SID) – ICAO – RWY 25 (RNAV) – AGTEB 1A OLTOB 1B OLTOB 1A IDUNO 1A
APPENDIX A-4	STANDARD DEPARTURE CHART INSTRUMENT (SID) – ICAO – RWY 25 – KIKAK 1C DEP KIKAK 1D DEP LUTMO 1C DEP LUTMO 1D DEP OROMA 1C DEP
APPENDIX A-5	STANDARD DEPARTURE CHART INSTRUMENT (SID) – ICAO – RWY 07 (RNAV) – PAPSA 1G MOXUN 1H ESBAL 1J DEP (VIA RUNVO)
APPENDIX A-6	STANDARD DEPARTURE CHART INSTRUMENT (SID) – ICAO – RWY 07 – MOXUN 1H DEP TEMES 1J DEP PAPSA 1H DEP ESBAL 1L DEP
APPENDIX A-7	STANDARD DEPARTURE CHART INSTRUMENT (SID) – ICAO – RWY 07 – OROMA 1J DEP KIKAK 1K DEP LUTMO 1J DEP
APPENDIX A-8	STANDARD DEPARTURE CHART INSTRUMENT (SID) – ICAO – RWY 25 (RNAV) – TEMES 1D DEP MOXUN 1D DEP ESBAL 1E DEP PAPSA 1C DEP
APPENDIX A-9	STANDARD DEPARTURE CHART INSTRUMENT (SID) – ICAO – RWY 25 – TEMES 1E DEP MOXUN 1E DEP ESBAL 1F DEP PAPSA 1D DEP

2.2 The revised Standard Instrument Arrival Procedures (STAR) charts are as follows:

APPENDIX B-1	STANDARD ARRIVAL CHART INSTRUMENT (STAR) – ICAO – RWY 07 (RNAV) – TEMES 1F ESBAL 1G MOXUN 1F PAPSA 1E
APPENDIX B-2	STANDARD ARRIVAL CHART INSTRUMENT (STAR) – ICAO – RWY 07 (RNAV) – KIKAK 1F LUTMO 1E OROMA 1F
APPENDIX B-3	STANDARD ARRIVAL CHART INSTRUMENT (STAR) – ICAO – RWY 07 (RNAV) – KIKAK 1G LUTMO 1F OROMA 1E
APPENDIX B-4	STANDARD ARRIVAL CHART INSTRUMENT (STAR) – ICAO – RWY 07 – TEMES 1G ARR MOXUN 1G ARR ESBAL 1H ARR PAPSA 1F ARR
APPENDIX B-5	STANDARD ARRIVAL CHART INSTRUMENT (STAR) – ICAO – RWY 07 – KIKAK 1H LUTMO 1G OROMA 1G
APPENDIX B-6	STANDARD ARRIVAL CHART INSTRUMENT (STAR) – ICAO – RWY 25 (RNAV) – TEMES 1A ESBAL 1A ESBAL 1B MOXUN 1A
APPENDIX B-7	STANDARD ARRIVAL CHART INSTRUMENT (STAR) – ICAO – RWY 25 (RNAV) – TEMES 1B ESBAL 1C MOXUN 1B PAPSA 1A
APPENDIX B-8	STANDARD ARRIVAL CHART INSTRUMENT (STAR) – ICAO – RWY 25 (RNAV) – KIKAK 1A LUTMO 1A OROMA 1A
APPENDIX B-9	STANDARD ARRIVAL CHART INSTRUMENT (STAR) – ICAO – RWY 25 – TEMES 1C ESBAL 1D MOXUN 1C PAPSA 1B
APPENDIX B-10	STANDARD ARRIVAL CHART INSTRUMENT (STAR) – ICAO – RWY 25 (VOR/DME) – KIKAK 1B LUTMO 1B OROMA 1B

2.3 The revised Instrument Approach Procedures charts are as follows:

APPENDIX C-1	INSTRUMENT APPROACH CHART – ICAO – RWY 07 – VOR Z (FROM STAR)
APPENDIX C-2	INSTRUMENT APPROACH CHART – ICAO – RWY 25 – RNP Z (AR)

2.4 The following charts pertaining to Kuching International Airport will be superseded:

AD 2-WBGG-6-3	STANDARD DEPARTURE CHART INSTRUMENT (SID) – ICAO – RWY 07 (RNAV) – ESBAL 1K DEP MOXUN 1J DEP TEMES 1H DEP (VIA PEGDU)
AD 2-WBGG-6-5	STANDARD DEPARTURE CHART INSTRUMENT (SID) – ICAO – RWY 07 (RNAV) – OROMA 1H DEP LUTMO 1H DEP KIKAK 1J DEP
AD 2-WBGG-6-7	STANDARD DEPARTURE CHART INSTRUMENT (SID) – ICAO – RWY 25 (RNAV) – AGTEB 1A OLTOB 1B OLTOB 1A IDUNO 1A
AD 2-WBGG-6-9	STANDARD DEPARTURE CHART INSTRUMENT (SID) – ICAO – RWY 25 – KIKAK 1C DEP KIKAK 1D DEP LUTMO 1C DEP LUTMO 1D DEP OROMA 1C DEP
AD 2-WBGG-6-11	STANDARD DEPARTURE CHART INSTRUMENT (SID) – ICAO – RWY 07 (RNAV) – PAPSA 1G MOXUN 1H ESBAL 1J DEP (VIA RUNVO)
AD 2-WBGG-6-13	STANDARD DEPARTURE CHART INSTRUMENT (SID) – ICAO – RWY 07 – MOXUN 1H DEP TEMES 1J DEP PAPSA 1H DEP ESBAL 1L DEP
AD 2-WBGG-6-15	STANDARD DEPARTURE CHART INSTRUMENT (SID) – ICAO – RWY 07 – OROMA 1J DEP KIKAK 1K DEP LUTMO 1J DEP

AD 2-WBGG-6-17	STANDARD DEPARTURE CHART INSTRUMENT (SID) – ICAO – RWY 25 (RNAV) – TEMES 1D DEP MOXUN 1D DEP ESBAL 1E DEP PAPSA 1C DEP
AD 2-WBGG-6-19	STANDARD DEPARTURE CHART INSTRUMENT (SID) – ICAO – RWY 25 – TEMES 1E DEP MOXUN 1E DEP ESBAL 1F DEP PAPSA 1D DEP
AD 2-WBGG-7-1	STANDARD ARRIVAL CHART INSTRUMENT (STAR) – ICAO – RWY 07 (RNAV) – GUMIT ARRIVAL
AD 2-WBGG-7-3	STANDARD ARRIVAL CHART INSTRUMENT (STAR) – ICAO – RWY 07 (RNAV) – GUMIT ARRIVAL (VIA ENGIX)
AD 2-WBGG-7-5	STANDARD ARRIVAL CHART INSTRUMENT (STAR) – ICAO – RWY 07 (RNAV) – GUMIT ARRIVAL (VIA VEGMU)
AD 2-WBGG-7-7	STANDARD ARRIVAL CHART INSTRUMENT (STAR) – ICAO – RWY 07 – TEMES 1G ARR MOXUN 1G ARR ESBAL 1H ARR PAPSA 1F ARR
AD 2-WBGG-7-9	STANDARD ARRIVAL CHART INSTRUMENT (STAR) – ICAO – RWY 07 – DOTUG 1C ARRIVAL GUTEK 1C ARRIVAL
AD 2-WBGG-7-11	STANDARD ARRIVAL CHART INSTRUMENT (STAR) – ICAO – RWY 25 (RNAV) – DUKIP ARRIVAL
AD 2-WBGG-7-13	STANDARD ARRIVAL CHART INSTRUMENT (STAR) – ICAO – RWY 25 (RNAV) – DULAK ARRIVAL
AD 2-WBGG-7-15	STANDARD ARRIVAL CHART INSTRUMENT (STAR) – ICAO – RWY 25 (RNAV) – IDSAG ARRIVAL
AD 2-WBGG-7-17	STANDARD ARRIVAL CHART INSTRUMENT (STAR) – ICAO – RWY 25 – DOTUG ARRIVAL GUTEK ARRIVAL
AD 2-WBGG-7-19	STANDARD ARRIVAL CHART INSTRUMENT (STAR) – ICAO – RWY 25 (VOR/DME) – EGOMO ARRIVAL

### 3 ADDITIONAL WAYPOINTS INFORMATION

3.1 The following waypoints are established:

No.	Waypoint	Latitude	Longitude
1	PAMRA	01° 33' 30.07" N	110° 32' 00.82" E
2	TEMES	01° 54' 55.41" N	109° 46' 06.73" E
3	AGTEB	01° 50' 16.63" N	110° 31' 17.35" E
4	IDUNO	01° 21' 51.45" N	110° 42' 50.32" E
5	LEGIL	01° 12' 08.69" N	110° 13' 09.96" E
6	MUPEP	01° 24' 55.27" N	110° 10' 39.25" E
7	OLTOB	01° 49' 35.59" N	111° 03' 58.67" E
8	URKIV	01° 35' 52.69" N	110° 03' 24.29" E
9	RUNVO	01° 17' 56.48" N	110° 21' 17.85" E
10	UBLIG	01° 24' 47.15" N	110° 35' 26.47" E
11	GUMIT	01° 25' 12.66" N	110° 03' 58.50" E
12	IRNIM	01° 32' 07.38" N	110° 02' 32.07" E

<b>No.</b>	<b>Waypoint</b>	<b>Latitude</b>	<b>Longitude</b>
13	VAGTI	01° 18' 17.92" N	110° 05' 26.58" E
14	ENGIX	01° 38' 12.39" N	110° 17' 20.44" E
15	VEGMU	01° 24' 24.61" N	110° 25' 48.23" E
16	DUKIP	01° 40' 26.03" N	110° 30' 42.59" E
17	OVKES	01° 32' 57.07" N	110° 05' 28.63" E
18	DULAK	01° 27' 27.62" N	110° 35' 50.74" E

**4 IMPLEMENTATION DATE**

4.1 This AIP Supplement and relevant charts will become effective at 0000UTC on **18th April 2024**.

**5 CANCELLATION**

5.1 If there are no major changes required, this AIP Supplement will remain until the information is published in AIP Malaysia.

- END -

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

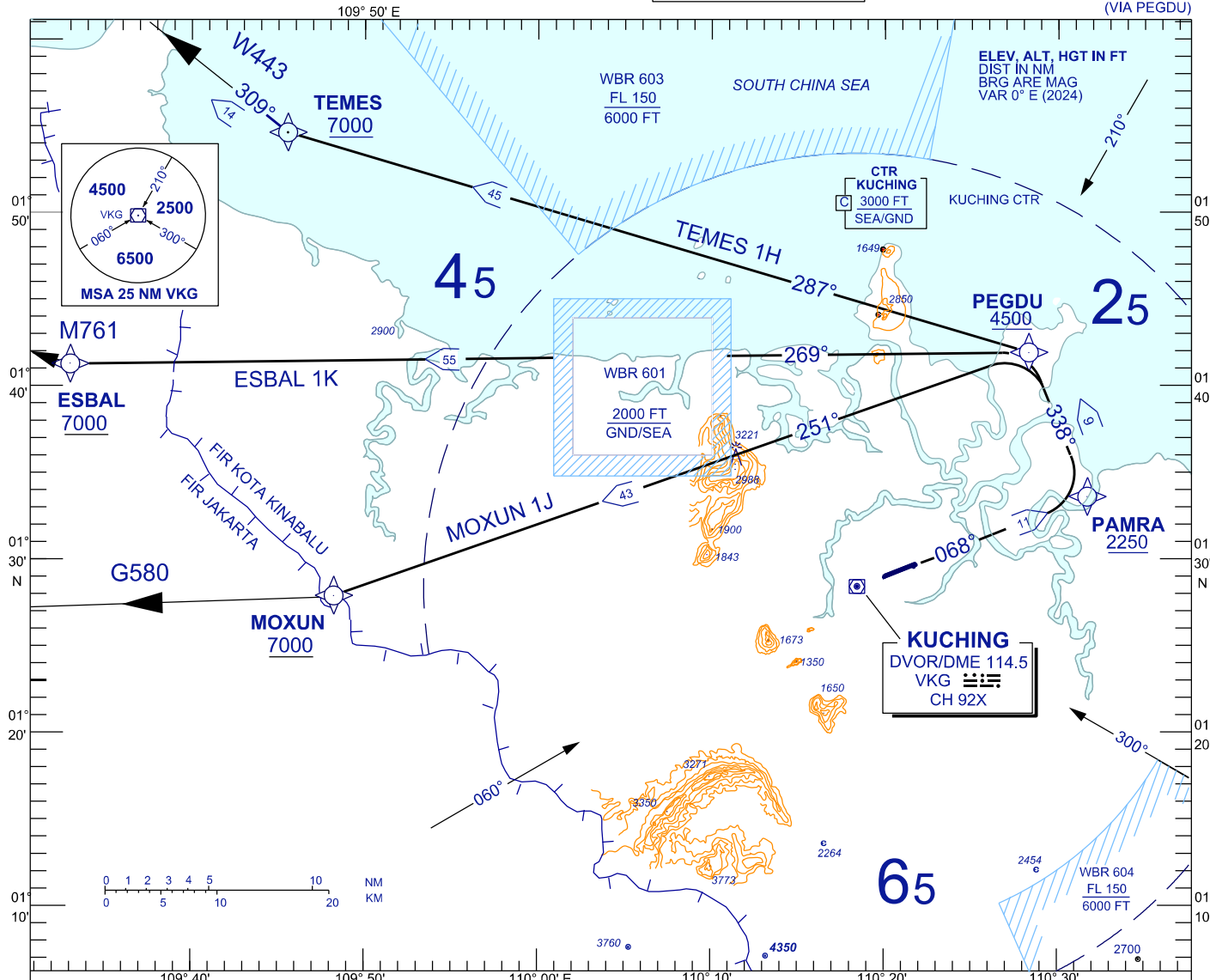
BANK ANGLE : 15° ACHIEVED

TRANSITION ALTITUDE  
11,000 FT

TWR	118.1 (P)	SMC	121.9
	121.7 (S)	ATIS	128.4
APP	120.2 (P)	FIS	134.75
	123.85 (S)		
ACC	134.5 (P)		
	125.35 (S)		

**KUCHING/KUCHING (WBGG)  
RWY 07 ( RNAV )**

ESBAL 1K DEP    MOXUN 1J DEP  
TEMES 1H DEP  
(VIA PEGDU)



<p><b>TEMES ONE HOTEL DEPARTURE</b></p> <p><b>ESBAL ONE KILO DEPARTURE</b></p> <p><b>MOXUN ONE JULIET DEPARTURE</b></p>	<p><b>RWY 07 (LEFT TURN)</b></p> <p>CLIMB ON TRACK TO PAMRA, THEN TURN LEFT</p> <p><b>FOR TEMES ONE HOTEL</b></p> <p>TRACK TO PEGDU, THEN TRACK TO TEMES</p> <p><b>FOR ESBAL ONE KILO</b></p> <p>TRACK TO PEGDU, THEN TRACK TO ESBAL</p> <p><b>FOR MOXUN ONE JULIET</b></p> <p>TRACK TO PEGDU, THEN TRACK TO MOXUN</p>
<p><b>VERTICAL RESTRICTIONS :</b></p> <p>ADHERE TO VERTICAL RESTRICTIONS eg . <u>7000</u> = NOT BELOW 7000 FT ON CLIMB UNLESS SPECIFICALLY CANCELLED BY ATC</p>	
<p><b>COMMUNICATION FAILURE :</b></p> <ul style="list-style-type: none"> <li>● SQUAWK 7600</li> <li>● IF UNDER PILOT NAVIGATION, MAINTAIN LAST ASSIGNED LEVEL FOR 3 MINUTES, IF NO ONWARD CLEARANCE IS RECEIVED, SUBSEQUENTLY CLIMB TO COMPLY WITH SID.</li> <li>● IF UNDER RADAR VECTORED : MAINTAIN VECTOR FOR 2 MINUTES, IF BELOW MSA, CLIMB TO MSA, THEN TRACK TO INTERCEPT CLEARED OR PREVIOUSLY ASSIGNED SID TO DESTINATION</li> </ul>	

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

TRANSITION ALTITUDE  
11,000 FT

**KUCHING/KUCHING (WBGG)  
RWY 07 ( RNAV )**

ESBAL 1K DEP MOXUN 1J DEP  
TEMES 1H DEP  
(VIA PEGDU)

**WAYPOINT LIST**

<b>WAYPOINT IDENTIFIER</b>	<b>COORDINATE(WGS84)</b>	
ESBAL	01° 41' 25.35" N	109° 33' 25.93" E
MOXUN	01° 27' 49.90" N	109° 48' 33.61" E
PAMRA	01° 33' 30.07" N	110° 32' 00.82" E
PEGDU	01° 41' 59.24" N	110° 28' 33.09" E
TEMES	01° 54' 55.41" N	109° 46' 06.73" E

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

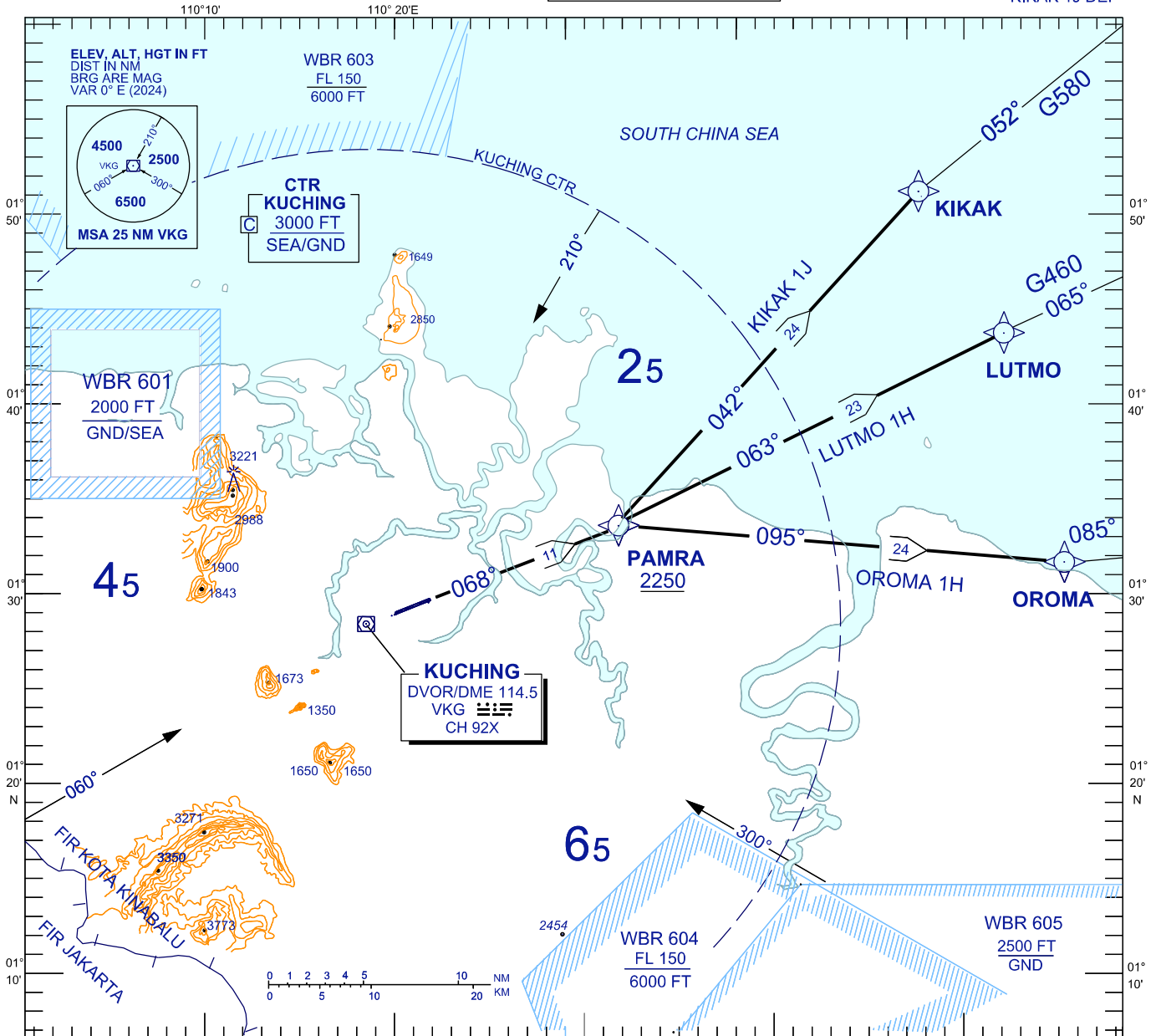
TWR	118.1 (P)	SMC	121.9
	121.7 (S)	ATIS	128.4
APP	120.2 (P)	FIS	134.75
	123.85 (S)		
ACC	134.5(P)		
	125.35 (S)		

**KUCHING/KUCHING (WBGG)  
RWY 07 ( RNAV )**

OROMA 1H DEP LUTMO 1H DEP  
KIKAK 1J DEP

BANK ANGLE : 15° ACHEIVED

TRANSITION ALTITUDE  
11,000 FT



**RWY 07 (RIGHT / LEFT TURN)**

**KIKAK ONE JULIET DEPARTURE**  
CLIMB ON TRACK TO PAMRA,  
**FOR KIKAK**  
TURN LEFT, TRACK TO KIKAK

**LUTMO ONE HOTEL DEPARTURE**  
**FOR LUTMO**  
TRACK DIRECT TO LUTMO

**OROMA ONE HOTEL DEPARTURE**  
**FOR OROMA**  
TURN RIGHT, TRACK TO OROMA

**VERTICAL RESTRICTIONS :**  
ADHERE TO VERTICAL RESTRICTIONS eg . 2250 = NOT BELOW 2250 FT ON CLIMB UNLESS SPECIFICALLY CANCELLED BY ATC

**COMMUNICATION FAILURE :**

- SQUAWK 7600
- IF UNDER PILOT NAVIGATION, MAINTAIN LAST ASSIGNED LEVEL FOR 3 MINUTES, IF NO ONWARD CLEARANCE IS RECEIVED, SUBSEQUENTLY CLIMB TO COMPLY WITH SID.
- IF UNDER RADAR VECTORED : MAINTAIN VECTOR FOR 2 MINUTES, IF BELOW MSA, CLIMB TO MSA, THEN TRACK TO INTERCEPT CLEARED OR PREVIOUSLY ASSIGNED SID TO DESTINATION

STANDARD DEPARTURE CHART  
INSTRUMENT (SID) - ICAOTRANSITION ALTITUDE  
11,000 FTKUCHING/KUCHING (WBGG)  
RWY 07 (RNAV)OROMA 1H DEP LUTMO 1H DEP  
KIKAK 1J DEP

## WAYPOINT LIST

WAYPOINT IDENTIFIER	COORDINATE (WGS84)	
KIKAK	01° 51' 15.29" N	110° 47' 50.28" E
LUTMO	01° 44' 04.53" N	110° 52' 12.48" E
OROMA	01° 31' 36.03" N	110° 55' 31.57" E
PAMRA	01° 33' 30.07" N	110° 32' 00.82" E



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

**KUCHING/KUCHING (WBGG)  
RWY 25 ( RNAV )**

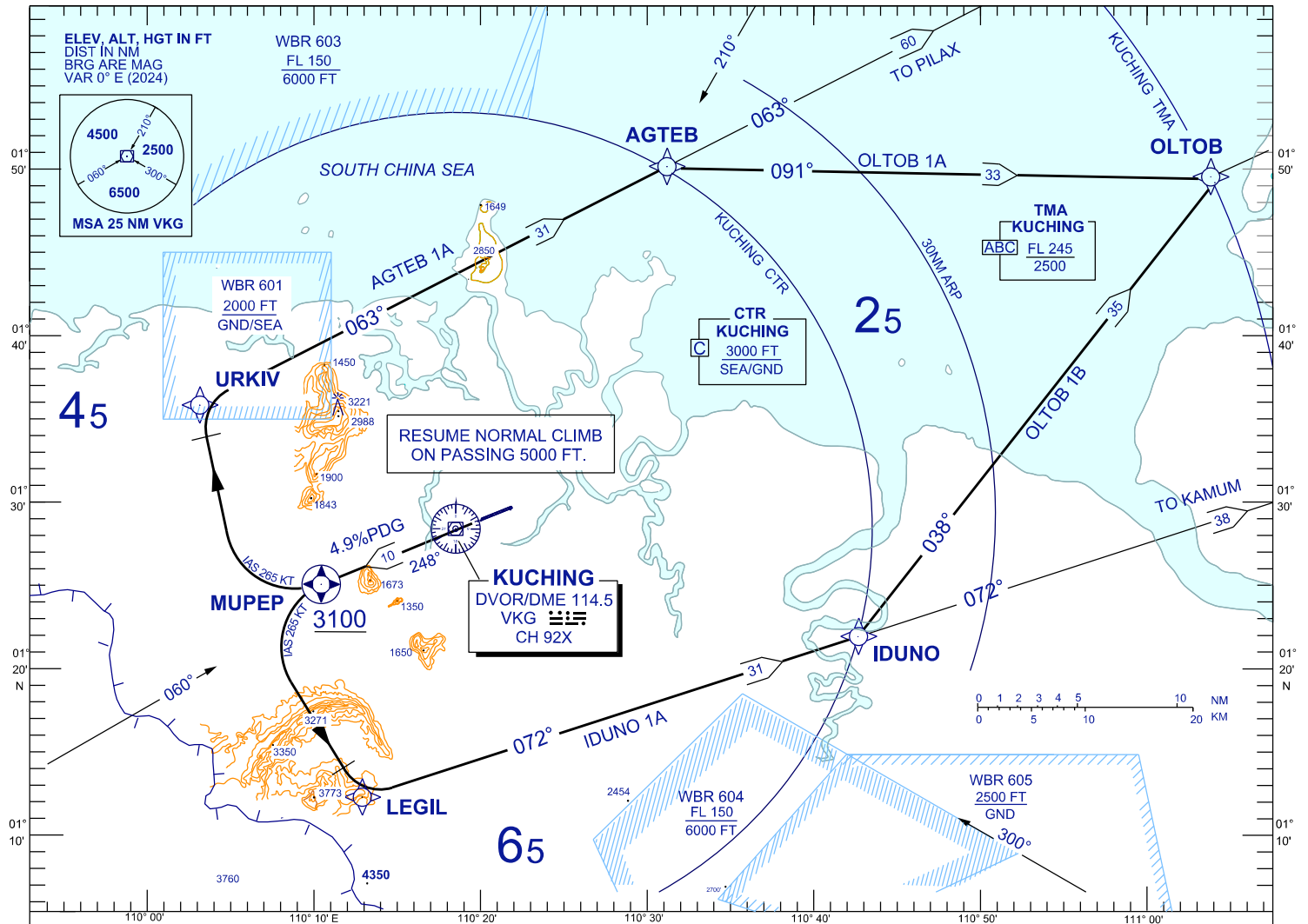
BANK ANGLE : 15° ACHEIVED

TRANSITION ALTITUDE  
11,000 FT

TWR	118.1 (P)	SMC	121.9
	121.7 (S)	ATIS	128.4
APP	120.2 (P)	FIS	134.75
	123.85 (S)		
ACC	134.5 (P)		
	125.35 (S)		

AGTEB 1A  
OLTOB 1A

OLTOB 1B  
IDUNO 1A



**AGTEB ONE ALPHA DEPARTURE**  
**OLTOB ONE ALPHA DEPARTURE**  
**IDUNO ONE ALPHA DEPARTURE**  
**OLTOB ONE BRAVO DEPARTURE**

**RWY 25 (DEPARTURES)**

- CLIMB AT 4.9% PDG ON TRACK TO FLYOVER WPT MUPEP,
- AT/ABOVE 3100 FEET,

**FOR AGTEB ONE ALPHA**

TRACK TO URKIV, THEN TRACK TO AGTEB

**FOR OLTOB ONE ALPHA**

TRACK TO URKIV, THEN TRACK TO AGTEB  
FROM AGTEB TRACK TO OLTOB

**FOR IDUNO ONE ALPHA**

TRACK TO LEGIL, THEN TRACK TO IDUNO

**FOR OLTOB ONE BRAVO**

TRACK TO LEGIL, THEN TRACK TO IDUNO  
FROM IDUNO TRACK TO OLTOB

SPEED(IAS)	120KT	140KT	160KT	180KT	200KT	230KT	265KT
4.9% ROC (FT/MIN)	599	698	799	899	997	1147	1324

**VERTICAL RESTRICTIONS :**

ADHERE TO VERTICAL RESTRICTIONS EG . 3100 = NOT BELOW 3100 FT ON CLIMB UNLESS SPECIFICALLY CANCELLED BY ATC

**COMMUNICATION FAILURE :**

- SQUAWK 7600
- IF UNDER PILOT NAVIGATION, MAINTAIN LAST ASSIGNED LEVEL FOR 3 MINUTES, IF NO ONWARD CLEARANCE IS RECEIVED, SUBSEQUENTLY CLIMB TO COMPLY WITH SID.
- IF UNDER RADAR VECTORED : MAINTAIN VECTOR FOR 2 MINUTES, IF BELOW MSA, CLIMB TO MSA, THEN TRACK TO INTERCEPT CLEARED OR PREVIOUSLY ASSIGNED SID TO DESTINATION

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

TRANSITION ALTITUDE  
11,000 FT

**KUCHING/KUCHING (WBGG)  
RWY 25 ( RNAV )**

AGTEB 1A  
OLTOB 1A

OLTOB 1B  
IDUNO 1A

**WAYPOINT LIST**

<b>WAYPOINT IDENTIFIER</b>	<b>COORDINATE (WGS84)</b>	
AGTEB	01° 50' 16.63" N	110° 31' 17.35" E
IDUNO	01° 21' 51.45" N	110° 42' 50.32" E
LEGIL	01° 12' 08.69" N	110° 13' 09.96" E
MUPEP	01° 24' 55.27" N	110° 10' 39.25" E
OLTOB	01° 49' 35.59" N	111° 03' 58.67" E
URKIV	01° 35' 52.69" N	110° 03' 24.29" E

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

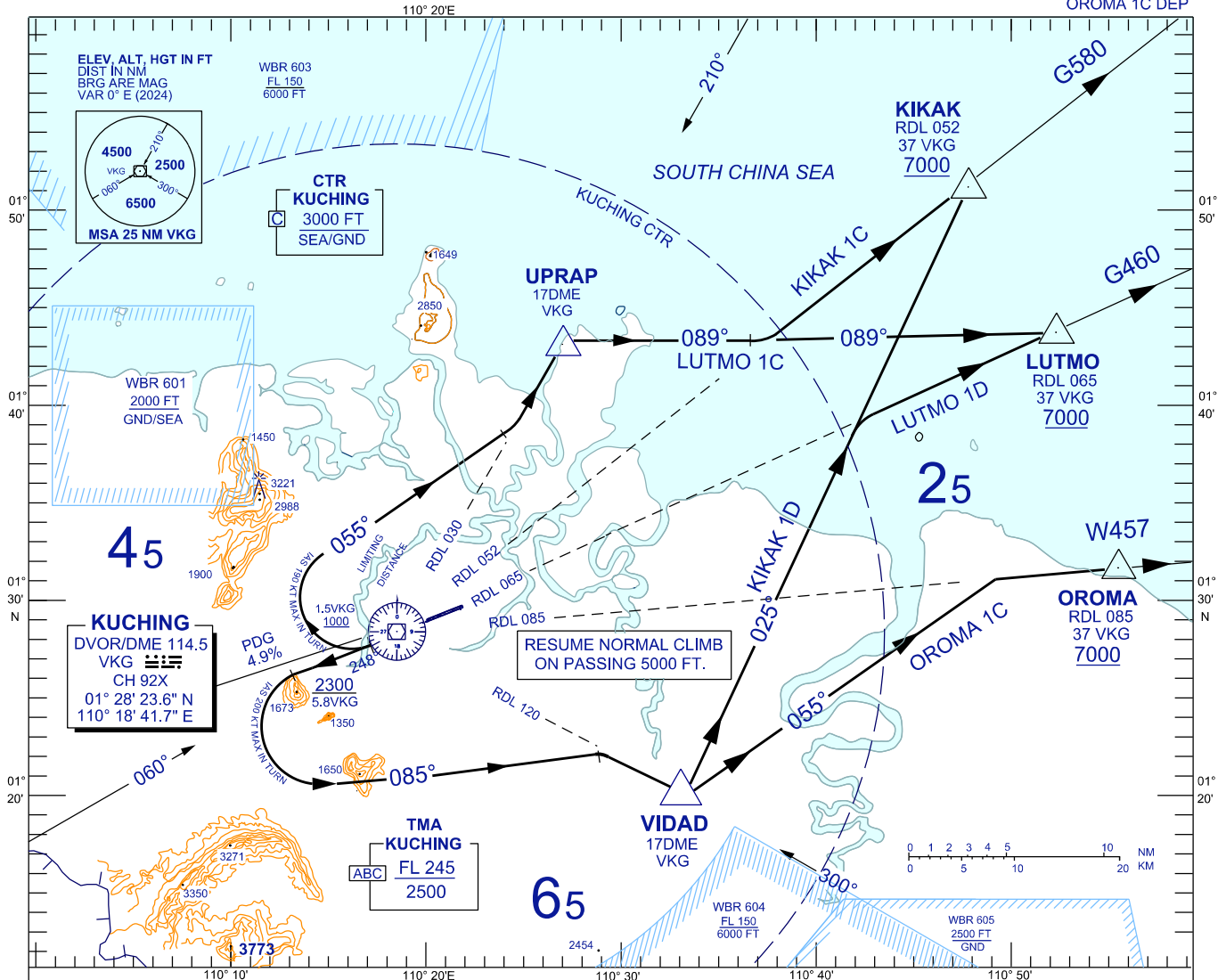
TRANSITION ALTITUDE  
11,000 FT

TWR	118.1 (P)	SMC	121.9
	121.7 (S)	ATIS	128.4
APP	120.2 (P)	FIS	134.75
	123.85 (S)		
ACC	134.5 (P)		
	125.35 (S)		

**KUCHING/KUCHING (WBGG)  
RWY 25**

KIKAK 1C DEP  
LUTMO 1C DEP  
KIKAK 1D DEP  
LUTMO 1D DEP  
OROMA 1C DEP

BANK ANGLE : 15° ACHEIVED



**KIKAK ONE CHARLIE DEPARTURE  
LUTMO ONE CHARLIE DEPARTURE**

**RWY 25 (RIGHT TURN)**

CLIMB AT 4.9% ON TRACK 248°, PASSING 1000 FT,  
TURN RIGHT (AT/NOT LATER THAN 1.5DME VKG),

**FOR KIKAK ONE CHARLIE**

TRACK 055°, TO INTERCEPT RDL 030 TO UPRAP THEN TRACK 089°  
TO INTERCEPT RDL 052 TO KIKAK

**FOR LUTMO ONE CHARLIE**

TRACK 055°, TO INTERCEPT RDL 030 TO UPRAP THEN TRACK 089°  
TO INTERCEPT RDL 065 TO LUTMO

**OROMA ONE CHARLIE DEPARTURE  
LUTMO ONE DELTA DEPARTURE  
KIKAK ONE DELTA DEPARTURE**

**RWY 25 (LEFT TURN)**

CLIMB AT 4.9% ON TRACK 248°  
AT/ABOVE 2300 FEET, TURN LEFT,

**FOR OROMA ONE CHARLIE**

TRACK 085° TO INTERCEPT RDL 120 TO VIDAD, THEN TRACK 055°  
TO INTERCEPT RDL 085 TO OROMA

**FOR LUTMO ONE DELTA**

TRACK 085° TO INTERCEPT RDL 120 TO VIDAD, THEN TRACK 025°  
TO INTERCEPT RDL 065 TO LUTMO

**FOR KIKAK ONE DELTA**

TRACK 085° TO INTERCEPT RDL 120 TO VIDAD, THEN TRACK 025°  
TO INTERCEPT RDL 052 TO KIKAK

SPEED(IAS)	120KT	140KT	160KT	180KT	200KT	230KT	265KT
4.9% ROC (FT/MIN)	599	698	799	899	997	1147	1324

**VERTICAL RESTRICTIONS :**

ADHERE TO VERTICAL RESTRICTIONS eg . 7000 = NOT BELOW 7000 FT ON CLIMB UNLESS SPECIFICALLY CANCELLED BY ATC

**COMMUNICATION FAILURE :**

- SQUAWK 7600
- IF UNDER PILOT NAVIGATION, MAINTAIN LAST ASSIGNED LEVEL FOR 3 MINUTES, IF NO ONWARD CLEARANCE IS RECEIVED, SUBSEQUENTLY CLIMB TO COMPLY WITH SID.
- IF UNDER RADAR VECTORED : MAINTAIN VECTOR FOR 2 MINUTES, IF BELOW MSA, CLIMB TO MSA, THEN TRACK TO INTERCEPT CLEARED OR PREVIOUSLY ASSIGNED SID TO DESTINATION

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

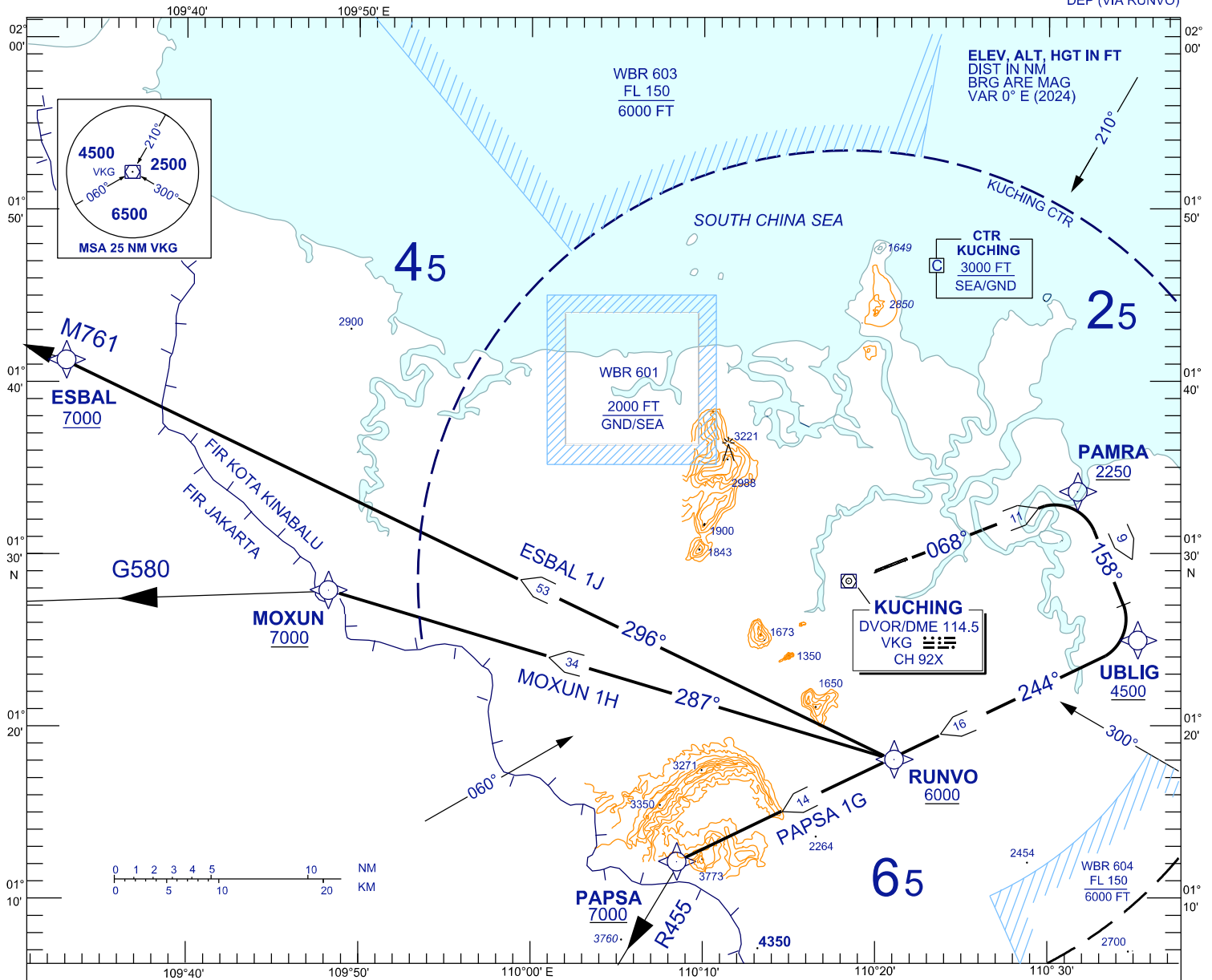
TRANSITION ALTITUDE  
11,000 FT

TWR	118.1 (P)	SMC	121.9
	121.7 (S)	ATIS	128.4
APP	120.2 (P)	FIS	134.75
	123.85 (S)		
ACC	134.5 (P)		
	125.35 (S)		

**KUCHING/KUCHING (WBGG)  
RWY 07 (RNAV)**

PAPSA 1G MOXUN 1H ESBAL 1J  
DEP (VIA RUNVO)

BANK ANGLE : 15° ACHEIVED



**RWY 07 (RIGHT TURN)**  
CLIMB ON TRACK TO PAMRA, THEN TURN RIGHT,

**PAPSA ONE GOLF DEPARTURE**  
**FOR PAPSA ONE GOLF**  
TRACK VIA UBLIG, THEN TRACK VIA RUNVO TO PAPSA

**MOXUN ONE HOTEL DEPARTURE**  
**FOR MOXUN ONE HOTEL**  
TRACK VIA UBLIG, THEN TRACK VIA RUNVO TO MOXUN

**ESBAL ONE JULIET DEPARTURE**  
**FOR ESBAL ONE JULIET**  
TRACK VIA UBLIG, THEN TRACK VIA RUNVO TO ESBAL

**VERTICAL RESTRICTIONS :**

ADHERE TO VERTICAL RESTRICTIONS eg . 7000 = NOT BELOW 7000 FT ON CLIMB UNLESS SPECIFICALLY CANCELLED BY ATC

**COMMUNICATION FAILURE :**

- SQUAWK 7600
- IF UNDER PILOT NAVIGATION, MAINTAIN LAST ASSIGNED LEVEL FOR 3 MINUTES, IF NO ONWARD CLEARANCE IS RECEIVED, SUBSEQUENTLY CLIMB TO COMPLY WITH SID.
- IF UNDER RADAR VECTORING : MAINTAIN VECTOR FOR 2 MINUTES, IF BELOW MSA, CLIMB TO MSA, THEN TRACK TO INTERCEPT CLEARED OR PREVIOUSLY ASSIGNED SID TO DESTINATION

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

TRANSITION ALTITUDE  
11,000 FT

**KUCHING/KUCHING (WBGG)  
RWY 07 ( RNAV )**

PAPSA 1G MOXUN 1H ESBAL 1J  
DEP (VIA RUNVO)

**WAYPOINT LIST**

<b>WAYPOINT IDENTIFIER</b>	<b>COORDINATE(WGS84)</b>	
ESBAL	01° 41' 25.35" N	109° 33' 25.93" E
MOXUN	01° 27' 49.90" N	109° 48' 33.61" E
PAMRA	01° 33' 30.07" N	110° 32' 00.82" E
PAPSA	01° 12' 00.00" N	110° 08' 30.12" E
RUNVO	01° 17' 56.48" N	110° 21' 17.85" E
UBLIG	01° 24' 47.15" N	110° 35' 26.47" E

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

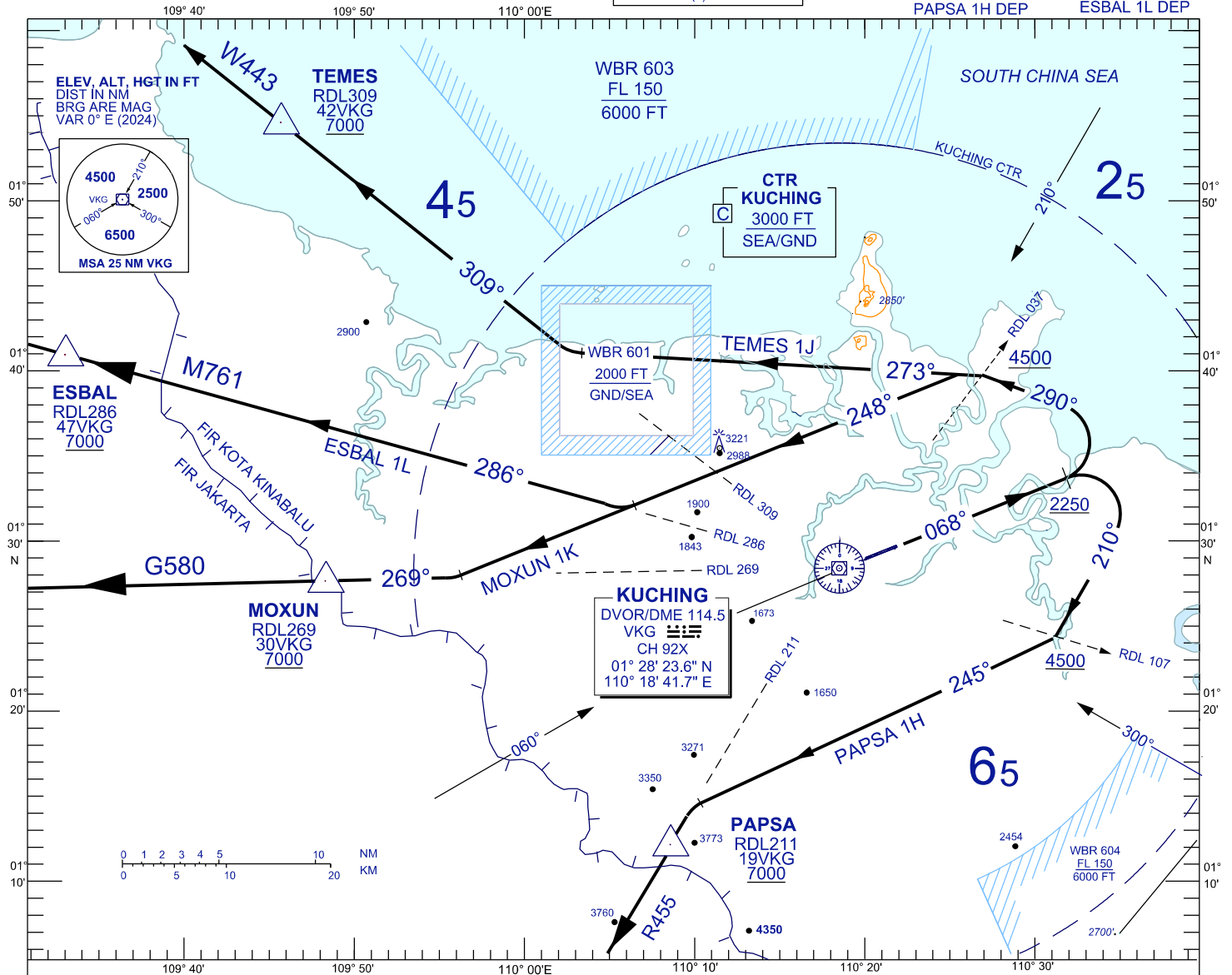
BANK ANGLE : 15° ACHEIVED

TRANSITION ALTITUDE  
11,000 FT

TWR	118.1 (P)	SMC	121.9
	121.7 (S)	ATIS	128.4
APP	120.2 (P)	FIS	134.75
	123.85 (S)		
ACC	134.5 (P)		
	125.35 (S)		

**KUCHING/KUCHING (WBGG)  
RWY 07**

MOXUN 1K DEP  
PAPSA 1H DEP  
TEMES 1J DEP  
ESBAL 1L DEP



**TEMES ONE JULIET DEPARTURE**

**RWY 07 (RIGHT/ LEFT TURN)**

CLIMB ON TRACK 068°. AT/ABOVE 2250 FEET,

**FOR TEMES**

TRACK 290°. ON CROSSING RDL 037, TURN LEFT, TRACK 273° TO INTERCEPT RDL 309 TO TEMES

**ESBAL ONE LIMA DEPARTURE**

**FOR ESBAL**

TRACK 290°. ON CROSSING RDL 037, TURN LEFT TRACK 248° TO INTERCEPT RDL 286 TO ESBAL

**MOXUN ONE KILO DEPARTURE**

**FOR MOXUN**

TRACK 290°. ON CROSSING RDL 037, TURN LEFT TRACK 248° TO INTERCEPT RDL 269 TO MOXUN

**PAPSA ONE HOTEL DEPARTURE**

**FOR PAPSA**

TURN RIGHT, TRACK 210°. ON CROSSING RDL 107, TRACK 245° TO INTERCEPT RDL 211 TO PAPSA

**VERTICAL RESTRICTIONS :**

ADHERE TO VERTICAL RESTRICTIONS eg . 7000 = NOT BELOW 7000 FT ON CLIMB UNLESS SPECIFICALLY CANCELLED BY ATC

**COMMUNICATION FAILURE :**

- SQUAWK 7600
- IF UNDER PILOT NAVIGATION, MAINTAIN LAST ASSIGNED LEVEL FOR 3 MINUTES, IF NO ONWARD CLEARANCE IS RECEIVED, SUBSEQUENTLY CLIMB TO COMPLY WITH SID.
- IF UNDER RADAR VECTURING : MAINTAIN VECTOR FOR 2 MINUTES, IF BELOW MSA, CLIMB TO MSA, THEN TRACK TO INTERCEPT CLEARED OR PREVIOUSLY ASSIGNED SID TO DESTINATION

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

**KUCHING/KUCHING (WBGG)  
RWY 07**

BANK ANGLE : 15° ACHEIVED

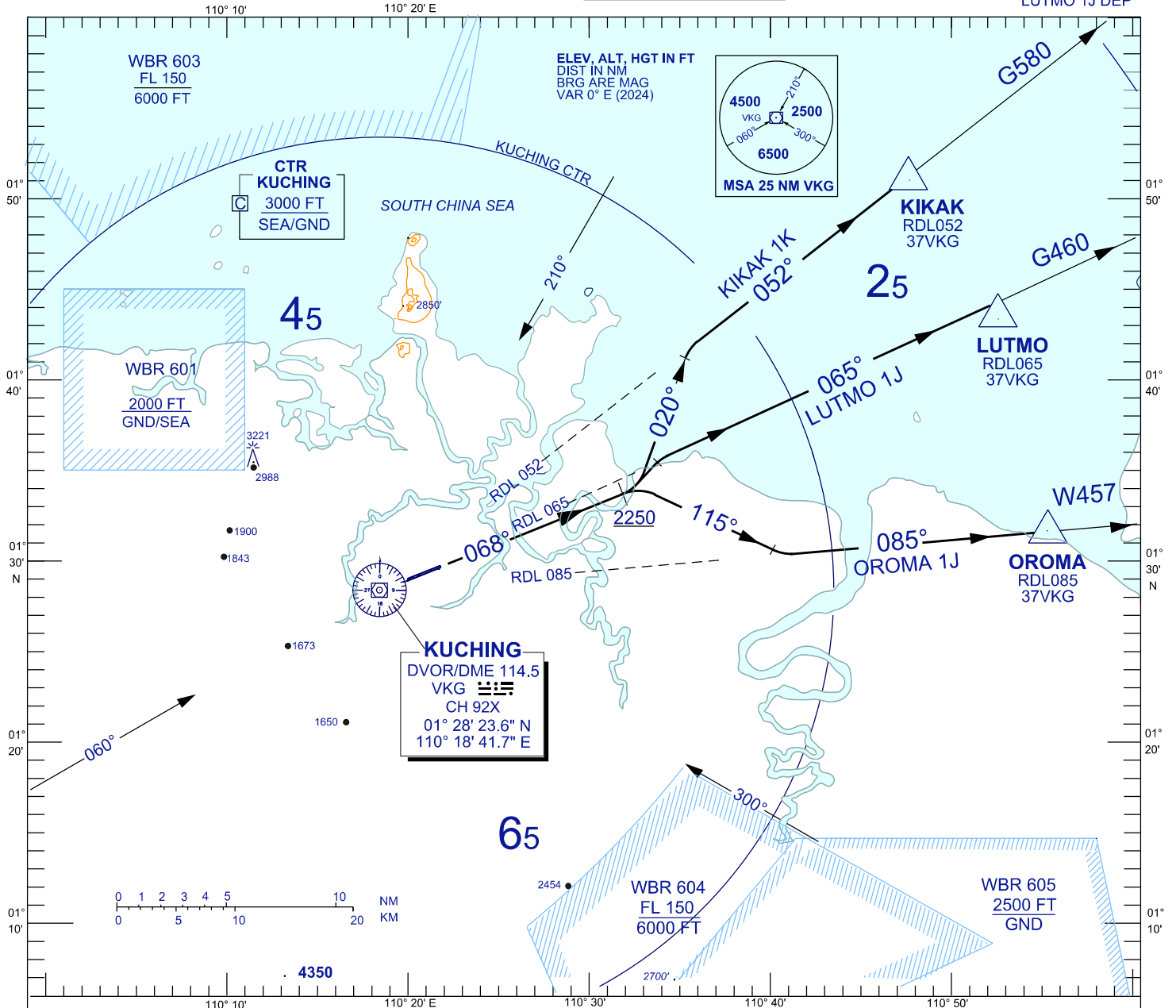
TRANSITION ALTITUDE  
11,000 FT

TWR	118.1 (P)	SMC	121.9
	121.7 (S)	ATIS	128.4
APP	120.2 (P)	FIS	134.75
	123.85 (S)		
ACC	134.5(P)		
	125.35 (S)		

OROMA 1J DEP

KIKAK 1K DEP

LUTMO 1J DEP



**RWY 07 DEP (RIGHT / LEFT TURN)**

CLIMB ON TRACK 068°. AT/ABOVE 2250 FEET,

**KIKAK ONE KILO DEPARTURE**

**FOR KIKAK**

TRACK 020°, TO INTERCEPT RDL 052 TO KIKAK

**LUTMO ONE JULIET DEPARTURE**

**FOR LUTMO**

INTERCEPT RDL 065 TO LUTMO

**OROMA ONE JULIET DEPARTURE**

**FOR OROMA**

TURN RIGHT, TRACK 115° INTERCEPT RDL 085 TO OROMA

**VERTICAL RESTRICTIONS :**

ADHERE TO VERTICAL RESTRICTIONS eg . 2250 = NOT BELOW 2250 FT ON CLIMB UNLESS SPECIFICALLY CANCELLED BY ATC

**COMMUNICATION FAILURE :**

- SQUAWK 7600
- IF UNDER PILOT NAVIGATION, MAINTAIN LAST ASSIGNED LEVEL FOR 3 MINUTES, IF NO ONWARD CLEARANCE IS RECEIVED, SUBSEQUENTLY CLIMB TO COMPLY WITH SID.
- IF UNDER RADAR VECTORING : MAINTAIN VECTOR FOR 2 MINUTES, IF BELOW MSA, CLIMB TO MSA, THEN TRACK TO INTERCEPT CLEARED OR PREVIOUSLY ASSIGNED SID TO DESTINATION

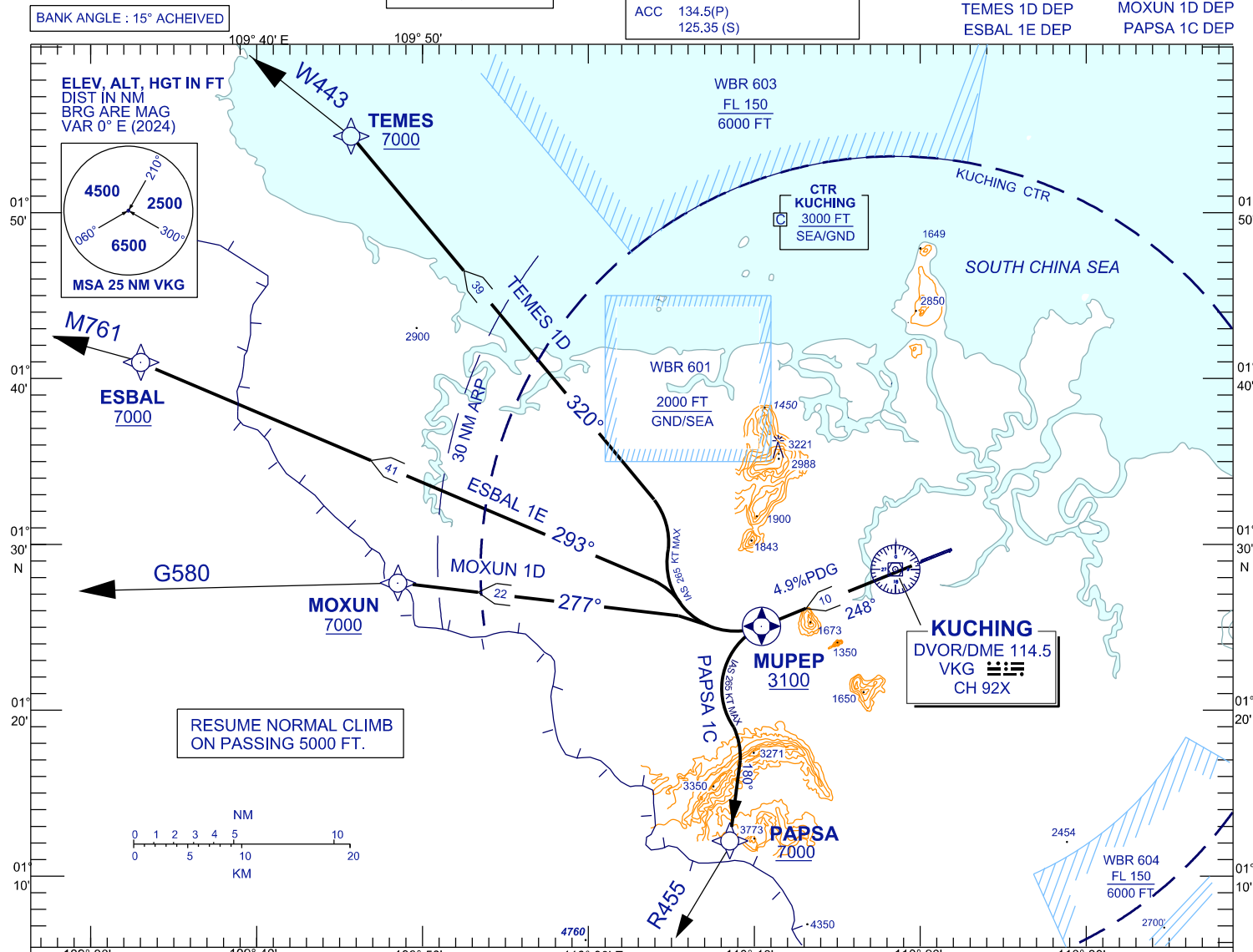
**STANDARD DEPARTURE CHART  
INSTRUMENT (SID) - ICAO**

TRANSITION ALTITUDE  
11,000 FT

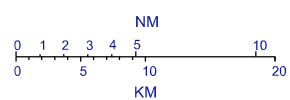
TWR	118.1 (P)	SMC	121.9
	121.7 (S)	ATIS	128.4
APP	120.2 (P)	FIS	134.75
	123.85 (S)		
ACC	134.5(P)		
	125.35 (S)		

**KUCHING/KUCHING (WBGG)  
RWY 25 (RNAV)**

TEMES 1D DEP      MOXUN 1D DEP  
ESBAL 1E DEP      PAPSA 1C DEP



RESUME NORMAL CLIMB  
ON PASSING 5000 FT.



**RWY 25 (DEPARTURES WEST)**

- CLIMB AT 4.9% PDG TO FLY OVER WPT MUPEP,
- AT/ABOVE 3100 FT,

**TEMES ONE DELTA DEPARTURE**  
**ESBAL ONE ECHO DEPARTURE**  
**MOXUN ONE DELTA DEPARTURE**  
**PAPSA ONE CHARLIE DEPARTURE**

**FOR TEMES ONE DELTA**  
TRACK TO TEMES / W443  
**FOR ESBAL ONE ECHO**  
TRACK TO ESBAL / M761

**FOR MOXUN ONE DELTA**  
TRACK TO MOXUN / G580  
**FOR PAPSA ONE CHARLIE**  
TRACK TO PAPSA / R455

SPEED(IAS)	120KT	140KT	160KT	180KT	200KT	230KT	265KT
4.9% ROC (FT/MIN)	599	698	799	899	997	1147	1324

**VERTICAL RESTRICTIONS :**

ADHERE TO VERTICAL RESTRICTIONS eg . 7000 = NOT BELOW 7000 FT ON CLIMB UNLESS SPECIFICALLY CANCELLED BY ATC

**COMMUNICATION FAILURE :**

- SQUAWK 7600
- IF UNDER PILOT NAVIGATION, MAINTAIN LAST ASSIGNED LEVEL FOR 3 MINUTES, IF NO ONWARD CLEARANCE IS RECEIVED, SUBSEQUENTLY CLIMB TO COMPLY WITH SID.
- IF UNDER RADAR VECTORED : MAINTAIN VECTOR FOR 2 MINUTES, IF BELOW MSA, CLIMB TO MSA, THEN TRACK TO INTERCEPT CLEARED OR PREVIOUSLY ASSIGNED SID TO DESTINATION



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

TRANSITION ALTITUDE  
11,000 FT

**KUCHING/KUCHING (WBGG)  
RWY 25 (RNAV)**

TEMES 1D DEP      MOXUN 1D DEP  
ESBAL 1E DEP      PAPSA 1C DEP

**WAYPOINT LIST**

<b>WAYPOINT IDENTIFIER</b>	<b>COORDINATE (WGS84)</b>	
ESBAL	01° 41' 25.35" N	109° 33' 25.93" E
MOXUN	01° 27' 49.90" N	109° 48' 33.61" E
MUPEP	01° 24' 55.27" N	110° 10' 39.25" E
PAPSA	01° 12' 00.00" N	110° 08' 30.12" E
TEMES	01° 54' 55.41" N	109° 46' 06.73" E

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

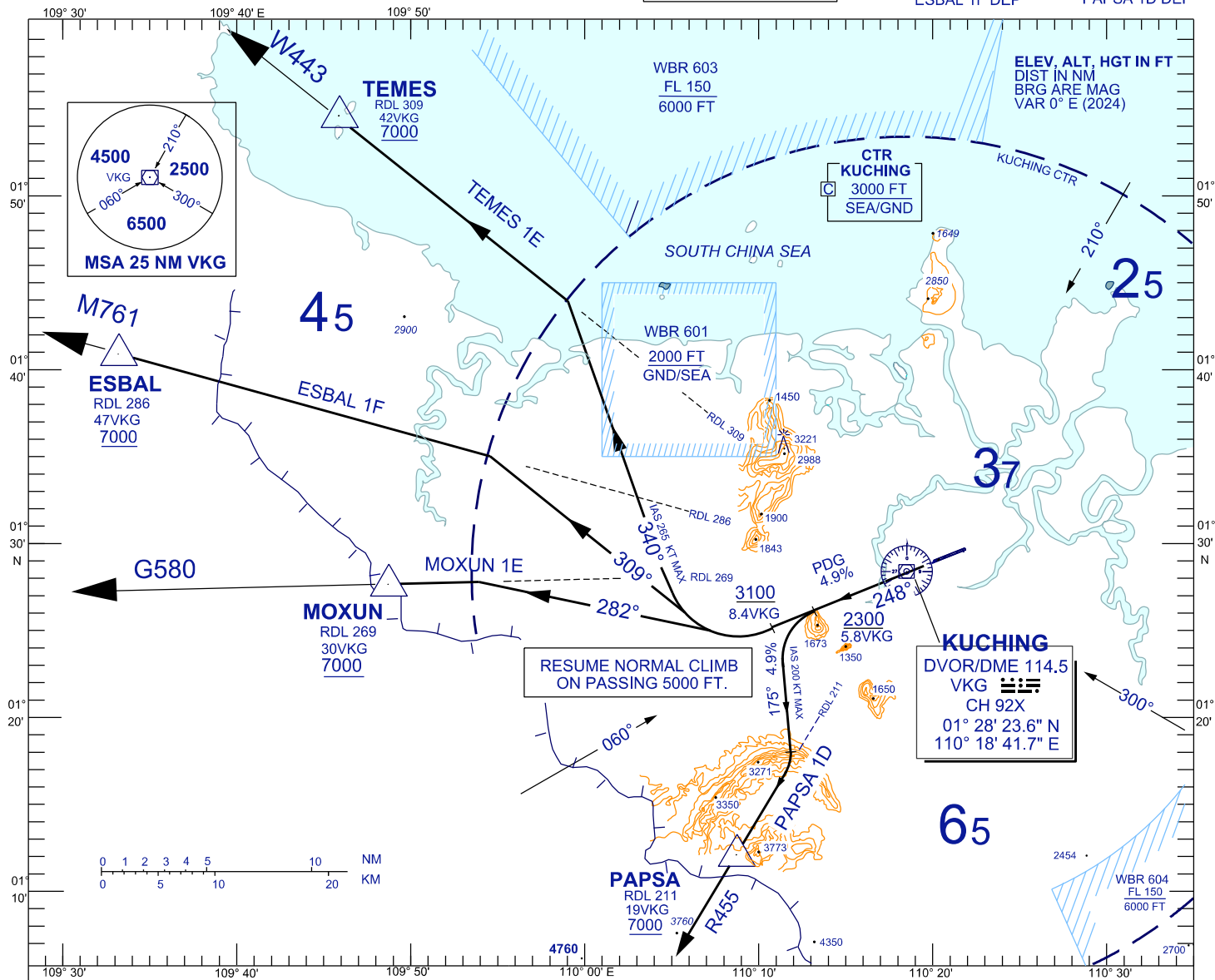
TRANSITION ALTITUDE  
11,000 FT

TWR	118.1 (P)	SMC	121.9
	121.7 (S)	ATIS	128.4
APP	120.2 (P)	FIS	134.75
	123.85 (S)		
ACC	134.5 (P)		
	125.35 (S)		

**KUCHING/KUCHING (WBGG)  
RWY 25**

TEMES 1E DEP      MOXUN 1E DEP  
ESBAL 1F DEP      PAPSA 1D DEP

BANK ANGLE : 15° ACHEIVED



**TEMES ONE ECHO DEPARTURE  
ESBAL ONE FOXTROT DEPARTURE  
MOXUN ONE ECHO DEPARTURE**

CLIMB AT 4.9% ON TRACK 248°  
AT/ABOVE 3100 FEET, TURN RIGHT,

**FOR TEMES ONE ECHO**  
TRACK 340° TO INTERCEPT RDL 309 TO TEMES

**FOR ESBAL ONE FOXTROT**  
TRACK 309° TO INTERCEPT RDL 286 TO ESBAL

**FOR MOXUN ONE ECHO**  
TRACK 282° TO INTERCEPT RDL 269 TO MOXUN

**PAPSA ONE DELTA DEPARTURE**

CLIMB AT 4.9% ON TRACK 248°  
AT/ABOVE 2300 FEET, TURN LEFT,

**FOR PAPSA ONE DELTA**  
TRACK 175° TO INTERCEPT RDL 211 TO PAPSA

SPEED(IAS)	120KT	140KT	160KT	180KT	200KT	230KT	265KT
4.9% ROC (FT/MIN)	599	698	799	899	997	1147	1324

**VERTICAL RESTRICTIONS :**

ADHERE TO VERTICAL RESTRICTIONS eg . 7000 = NOT BELOW 7000 FT ON CLIMB UNLESS SPECIFICALLY CANCELLED BY ATC

**COMMUNICATION FAILURE :**

- SQUAWK 7600
- IF UNDER PILOT NAVIGATION, MAINTAIN LAST ASSIGNED LEVEL FOR 3 MINUTES, IF NO ONWARD CLEARANCE IS RECEIVED, SUBSEQUENTLY CLIMB TO COMPLY WITH SID.
- IF UNDER RADAR VECTORING : MAINTAIN VECTOR FOR 2 MINUTES, IF BELOW MSA, CLIMB TO MSA, THEN TRACK TO INTERCEPT CLEARED OR PREVIOUSLY ASSIGNED SID TO DESTINATION

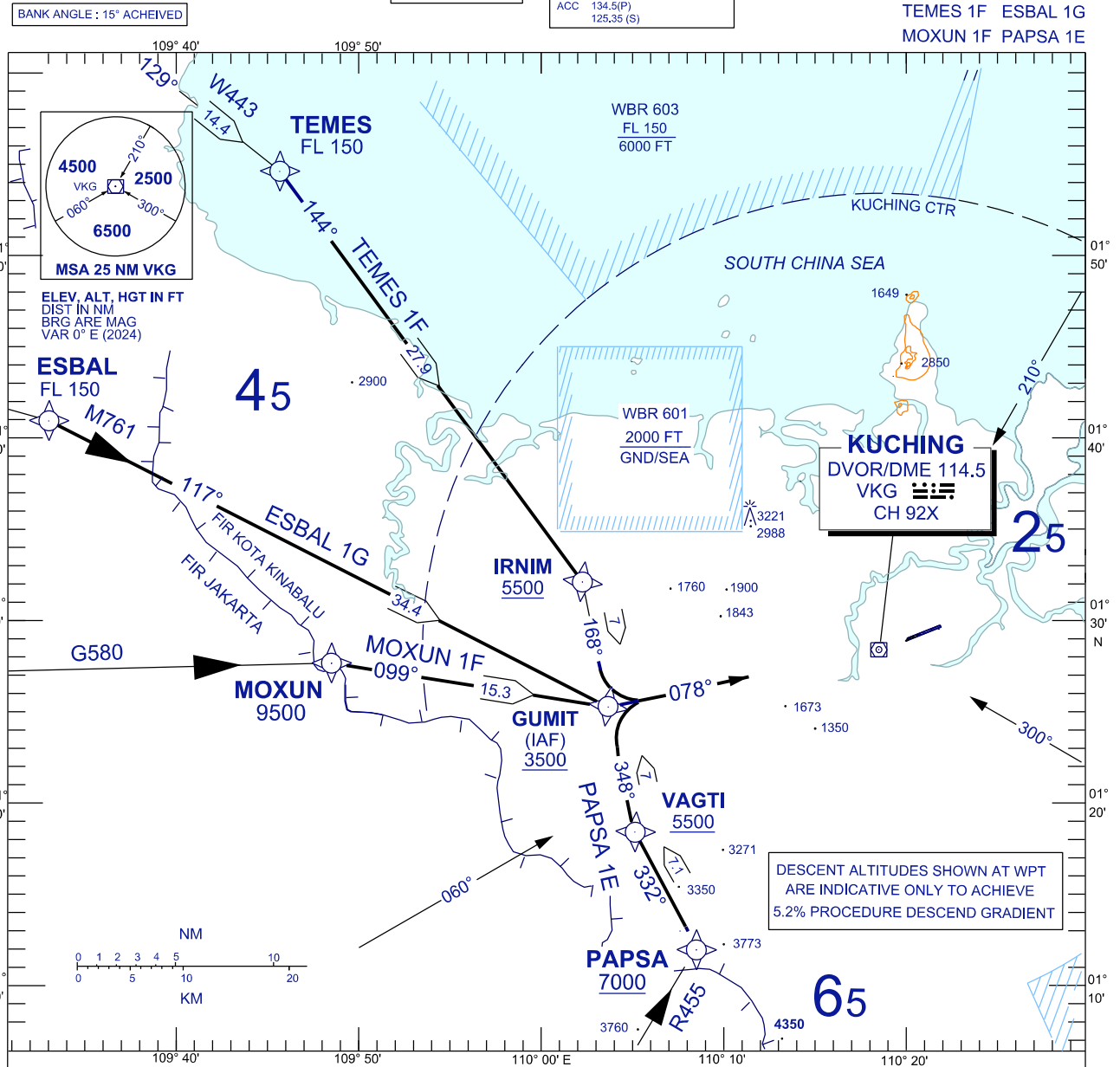
**STANDARD ARRIVAL CHART  
INSTRUMENT (STAR) - ICAO**

TRANSITION ALTITUDE  
11,000 FT

TWR	118.1 (P) 121.7 (S)	SMC	121.9 128.4
APP	120.2 (P) 123.85 (S)	FIS	134.75
ACC	134.5(P) 125.35 (S)		

**KUCHING/KUCHING (WBGG)  
RWY 07 (RNAV)**

TEMES 1F ESBAL 1G  
MOXUN 1F PAPSA 1E



**ARRIVALS**

- TEMES ONE FOXTROT** : FROM TEMES TRACK TO IRNIM, THEN TRACK TO GUMIT, INTERCEPT RDL 258 VKG, FOR VOR Z RWY 07 APPROACH.
- ESBAL ONE GOLF** : FROM ESBAL TRACK TO GUMIT, INTERCEPT RDL 258 VKG, FOR VOR Z RWY 07 APPROACH.
- MOXUN ONE FOXTROT** : FROM MOXUN TRACK TO GUMIT, INTERCEPT RDL 258 VKG, FOR VOR Z RWY 07 APPROACH.
- PAPSA ONE ECHO** : FROM PAPSA TRACK TO VAGTI, THEN TRACK TO GUMIT, INTERCEPT RDL 258 VKG, FOR VOR Z RWY 07 APPROACH.

**VERTICAL RESTRICTIONS :**

ADHERE TO VERTICAL RESTRICTIONS eg . 5500 = NOT BELOW 5500 FT ON DESCENT UNLESS SPECIFICALLY CANCELLED BY ATC

**COMMUNICATIONS FAILURE :**

- \* SQUAWK 7600
- \* IF UNDER PILOT NAVIGATION, CONTINUE ON STAR AND LAND
- \* IF UNDER RADAR VECTORING, MAINTAIN VECTOR FOR 1 MINUTE, IF BELOW MSA, CLIMB TO MSA, THEN TRACK TO INTERCEPT CLEARED OR PREVIOUSLY ASSIGNED STAR AND LAND

**STANDARD ARRIVAL CHART  
INSTRUMENT (STAR) - ICAO**

**KUCHING/KUCHING (WBGG)  
RWY 07 (RNAV)**

TRANSITION ALTITUDE  
11,000 FT

TEMES 1F ESBAL 1G  
MOXUN 1F PAPSA 1E

**WAYPOINT LIST**

<b>WAYPOINT IDENTIFIER</b>	<b>COORDINATE (WGS84)</b>	
ESBAL	01° 41' 25.35" N	109° 33' 25.93" E
GUMIT	01° 25' 12.66" N	110° 03' 58.50" E
IRNIM	01° 32' 07.38" N	110° 02' 32.07" E
MOXUN	01° 27' 49.90" N	109° 48' 33.61" E
PAPSA	01° 12' 00.00" N	110° 08' 30.12" E
TEMES	01° 54' 55.41" N	109° 46' 06.73" E
VAGTI	01° 18' 17.92" N	110° 05' 26.58" E

**STANDARD ARRIVAL CHART  
INSTRUMENT (STAR) - ICAO**

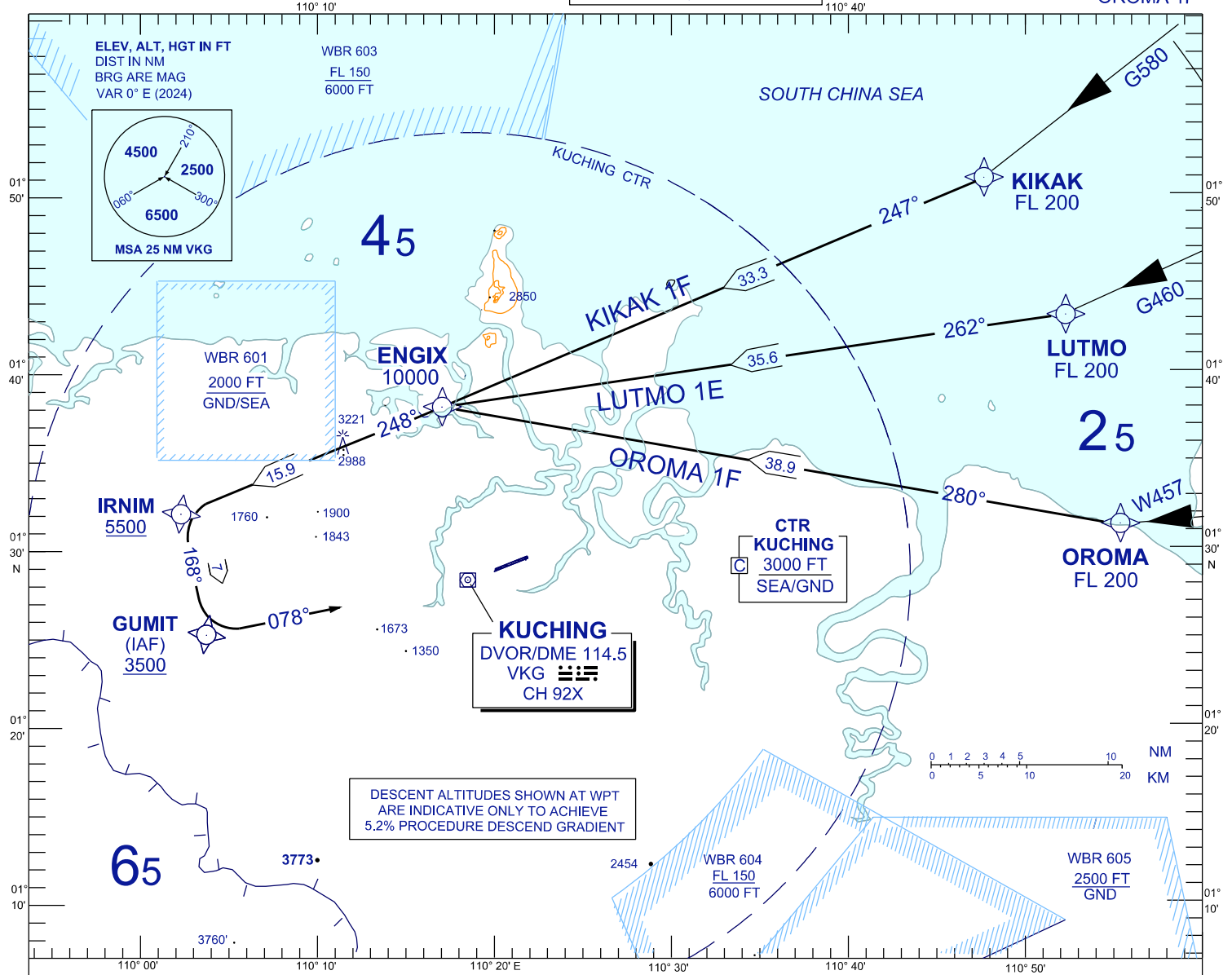
TRANSITION ALTITUDE  
11,000 FT

TWR	118.1 (P)	SMC	121.9
	121.7 (S)	ATIS	128.4
APP	120.2 (P)	FIS	134.75
	123.85 (S)		
ACC	134.5 (P)		
	125.35 (S)		

**KUCHING / KUCHING (WBGG)  
RWY 07 (RNAV)**

KIKAK 1F LUTMO 1E  
OROMA 1F

BANK ANGLE : 25° OR 3°/SEC



**ARRIVALS**

- KIKAK ONE FOXTROT :** FROM KIKAK TRACK TO ENGIX, THEN TRACK TO IRNIM AND TO GUMIT, INTERCEPT RDL 258 VKG FOR VOR Z RWY 07 APPROACH.
- LUTMO ONE ECHO :** FROM LUTMO TRACK TO ENGIX, THEN TRACK TO IRNIM AND TO GUMIT, INTERCEPT RDL 258 VKG FOR VOR Z RWY 07 APPROACH.
- OROMA ONE FOXTROT :** FROM OROMA TRACK TO ENGIX, THEN TRACK TO IRNIM AND TO GUMIT, INTERCEPT RDL 258 VKG FOR VOR Z RWY 07 APPROACH.

**VERTICAL RESTRICTIONS :**

ADHERE TO VERTICAL RESTRICTIONS eg . 5500 = NOT BELOW 5500 FT ON DESCENT UNLESS SPECIFICALLY CANCELLED BY ATC

**COMMUNICATIONS FAILURE :**

- \* SQUAWK 7600
- \* IF UNDER PILOT NAVIGATION, CONTINUE ON STAR AND LAND
- \* IF UNDER RADAR VECTORED, MAINTAIN VECTOR FOR 1 MINUTE, IF BELOW MSA, CLIMB TO MSA, THEN TRACK TO INTERCEPT CLEARED OR PREVIOUSLY ASSIGNED STAR AND LAND

**STANDARD ARRIVAL CHART  
INSTRUMENT (STAR) - ICAO**

TRANSITION ALTITUDE  
11,000 FT

**KUCHING/KUCHING (WBGG)  
RWY 07 (RNAV)**

KIKAK 1F LUTMO 1E  
OROMA 1F

**WAYPOINT LIST**

<b>WAYPOINT IDENTIFIER</b>	<b>COORDINATE (WGS84)</b>	
ENGIX	01° 38' 12.39" N	110° 17' 20.44" E
GUMIT	01° 25' 12.66" N	110° 03' 58.50" E
IRNIM	01° 32' 07.38" N	110° 02' 32.07" E
KIKAK	01° 51' 15.29" N	110° 47' 50.28" E
LUTMO	01° 44' 04.53" N	110° 52' 12.48" E
OROMA	01° 31' 36.03" N	110° 55' 31.57" E

**STANDARD ARRIVAL CHART  
INSTRUMENT (STAR) - ICAO**

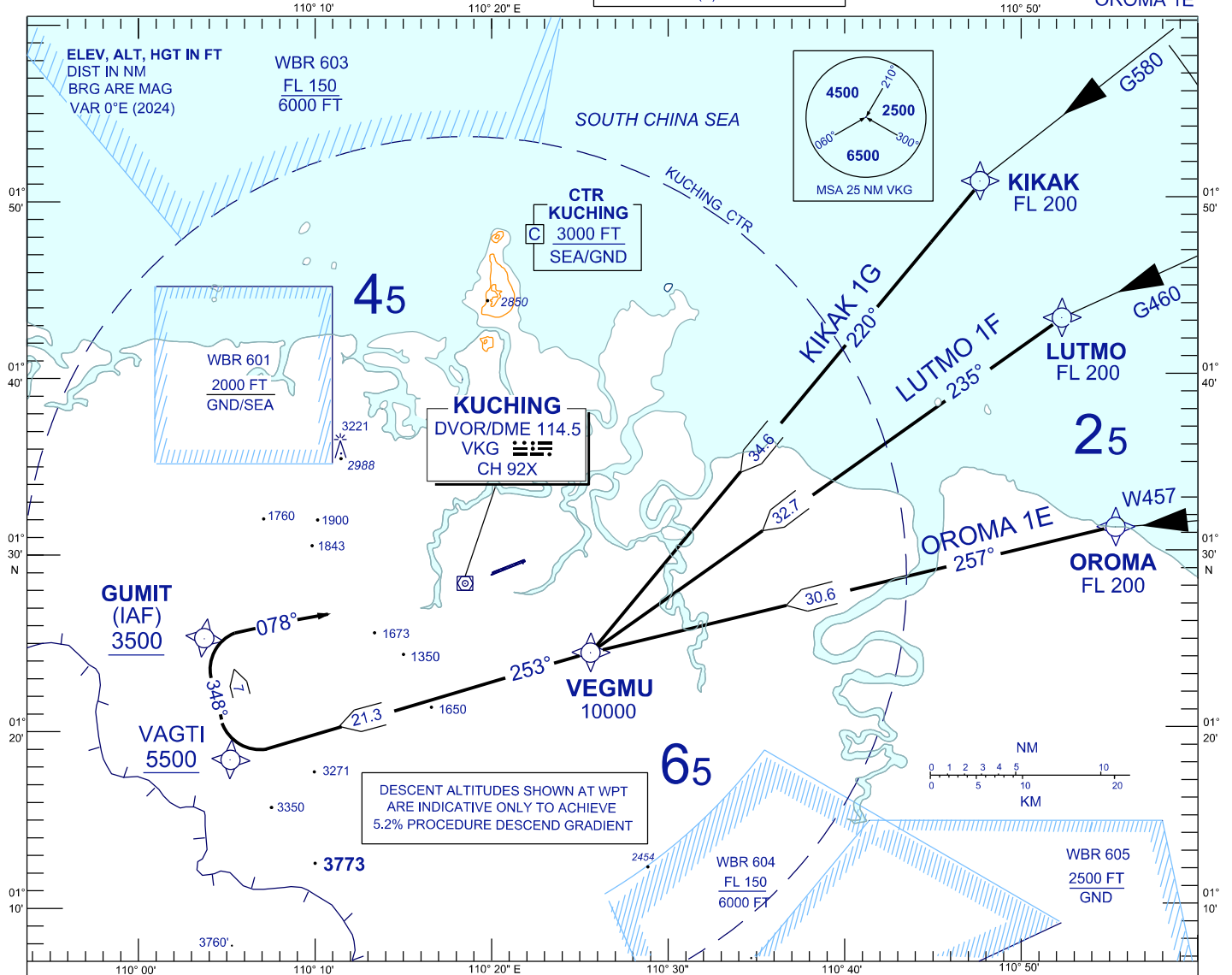
TRANSITION ALTITUDE  
11,000 FT

TWR	118.1 (P)	SMC	121.9
	121.7 (S)	ATIS	128.4
APP	120.2 (P)	FIS	134.75
	123.85 (S)		
ACC	134.5 (P)		
	125.35 (S)		

**KUCHING/KUCHING (WBGG)  
RWY 07 (RNAV)**

KIKAK 1G LUTMO 1F  
OROMA 1E

BANK ANGLE : 25° OR 3°/SEC



**ARRIVALS**

- KIKAK ONE GOLF** : FROM KIKAK TRACK TO VEGMU, THEN TRACK TO VAGTI AND TO GUMIT, INTERCEPT RDL 258 VKG FOR VOR Z RWY 07 APPROACH.
- LUTMO ONE FOXTROT** : FROM LUTMO TRACK TO VEGMU, THEN TRACK TO VAGTI AND TO GUMIT, INTERCEPT RDL 258 VKG FOR VOR Z RWY 07 APPROACH.
- OROMA ONE ECHO** : FROM OROMA TRACK TO VEGMU, THEN TRACK TO VAGTI AND TO GUMIT, INTERCEPT RDL 258 VKG FOR VOR Z RWY 07 APPROACH.

**VERTICAL RESTRICTIONS :**

ADHERE TO VERTICAL RESTRICTIONS eg . 2300 = NOT BELOW 2300 FT ON DESCENT UNLESS SPECIFICALLY CANCELLED BY ATC

**COMMUNICATIONS FAILURE :**

- \* SQUAWK 7600
- \* IF UNDER PILOT NAVIGATION, CONTINUE ON STAR AND LAND
- \* IF UNDER RADAR VECTORED, MAINTAIN VECTOR FOR 1 MINUTE, IF BELOW MSA, CLIMB TO MSA, THEN TRACK TO INTERCEPT CLEARED OR PREVIOUSLY ASSIGNED STAR AND LAND

**STANDARD ARRIVAL CHART  
INSTRUMENT (STAR) - ICAO**

TRANSITION ALTITUDE  
11,000 FT

**KUCHING/KUCHING (WBGG)  
RWY 07 (RNAV)**

KIKAK 1G LUTMO 1F  
OROMA 1E

**WAYPOINT LIST**

<b>WAYPOINT IDENTIFIER</b>	<b>COORDINATE(WGS84)</b>	
GUMIT	01° 25' 12.66" N	110° 03' 58.50" E
KIKAK	01° 51' 15.29" N	110° 47' 50.28" E
LUTMO	01° 44' 04.53" N	110° 52' 12.48" E
OROMA	01° 31' 36.03" N	110° 55' 31.57" E
VAGTI	01° 18' 17.92" N	110° 05' 26.58" E
VEGMU	01° 24' 24.61" N	110° 25' 48.23" E



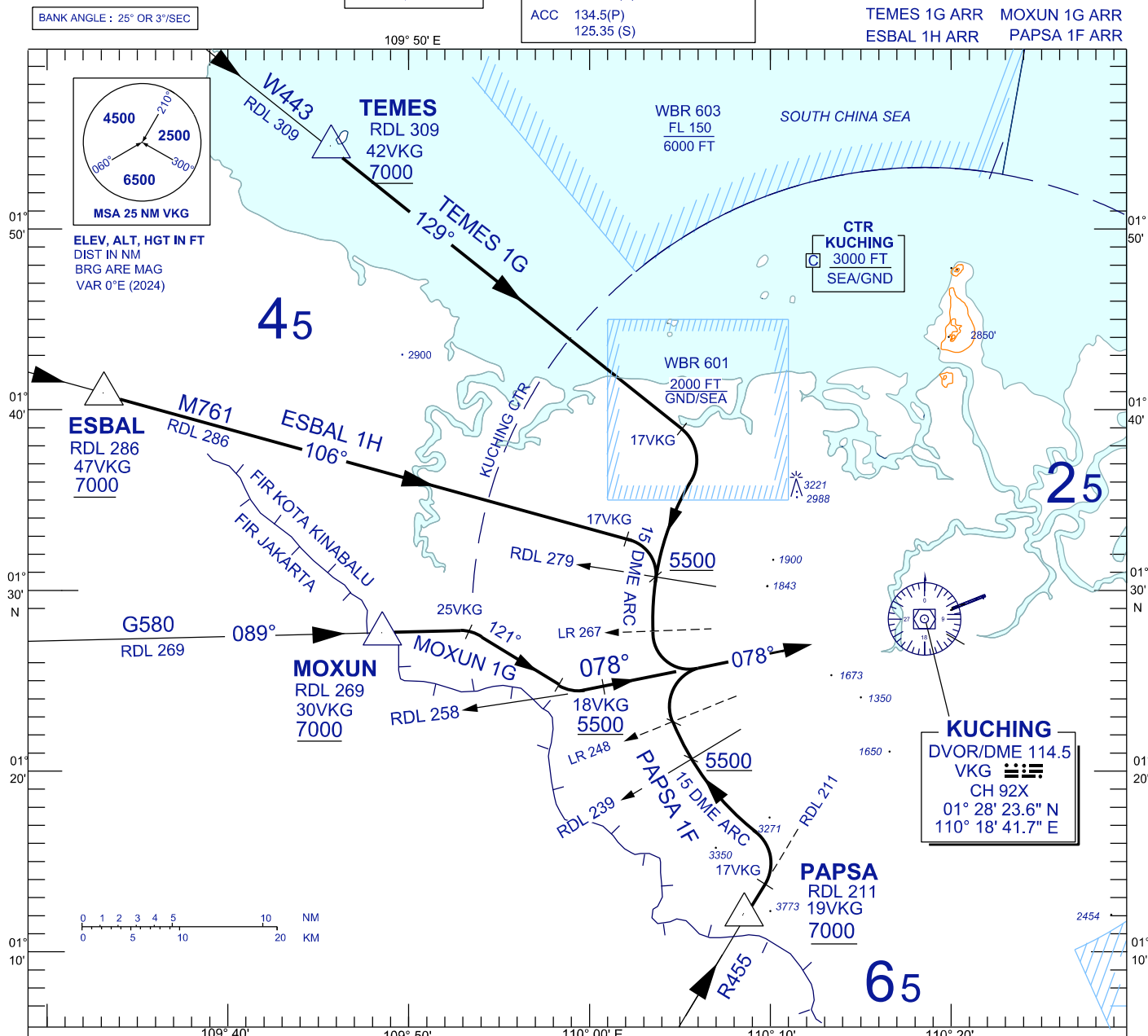
**STANDARD ARRIVAL CHART  
INSTRUMENT (STAR) - ICAO**

TRANSITION ALTITUDE  
11,000 FT

TWR	118.1 (P)	SMC	121.9
	121.7 (S)	ATIS	128.4
APP	120.2 (P)	FIS	134.75
	123.85 (S)		
ACC	134.5(P)		
	125.35 (S)		

**KUCHING / KUCHING (WBGG)  
RWY 07**

TEMES 1G ARR    MOXUN 1G ARR  
ESBAL 1H ARR    PAPSA 1F ARR



**ARRIVALS**

**TEMES ONE GOLF ARRIVAL**

- FROM TEMES TRACK 129° VKG VOR INBOUND.
- AT 17 DME VKG, TURN RIGHT TRACK ON 15 DME ARC.
- ON CROSSING LR 267, TURN LEFT
- INTERCEPT RDL 258 VKG FOR VOR z RWY 07

**ESBAL ONE HOTEL ARRIVAL**

- FROM ESBAL TRACK 106° VKG VOR INBOUND.
- AT 17 DME VKG, TURN RIGHT TRACK ON 15 DME ARC.
- ON CROSSING LR 267, TURN LEFT
- INTERCEPT RDL 258 VKG FOR VOR z RWY 07

**MOXUN ONE GOLF ARRIVAL**

- FROM MOXUN TRACK 089° VKG VOR INBOUND.
- AT 25 DME VKG, TURN RIGHT TRACK 121°,
- INTERCEPT RDL 258 VKG FOR VOR z RWY 07

**PAPSA ONE FOXTROT ARRIVAL**

- FROM PAPSA TRACK 031° VKG VOR INBOUND.
- AT 17 DME VKG, TURN LEFT TRACK ON 15 DME ARC.
- ON CROSSING LR 248, TURN RIGHT
- INTERCEPT RDL 258 VKG FOR VOR z RWY 07

**VERTICAL RESTRICTIONS :**

ADHERE TO VERTICAL RESTRICTIONS eg. 5500 = NOT BELOW 5500 FT ON DESCENT UNLESS SPECIFICALLY CANCELLED BY ATC.

**COMMUNICATIONS FAILURE :**

- \* SQUAWK 7600
- \* IF UNDER PILOT NAVIGATION, CONTINUE ON STAR AND LAND
- \* IF UNDER RADAR VECTORED, MAINTAIN VECTOR FOR 1 MINUTE, IF BELOW MSA, CLIMB TO MSA, THEN TRACK TO INTERCEPT CLEARED OR PREVIOUSLY ASSIGNED STAR AND LAND

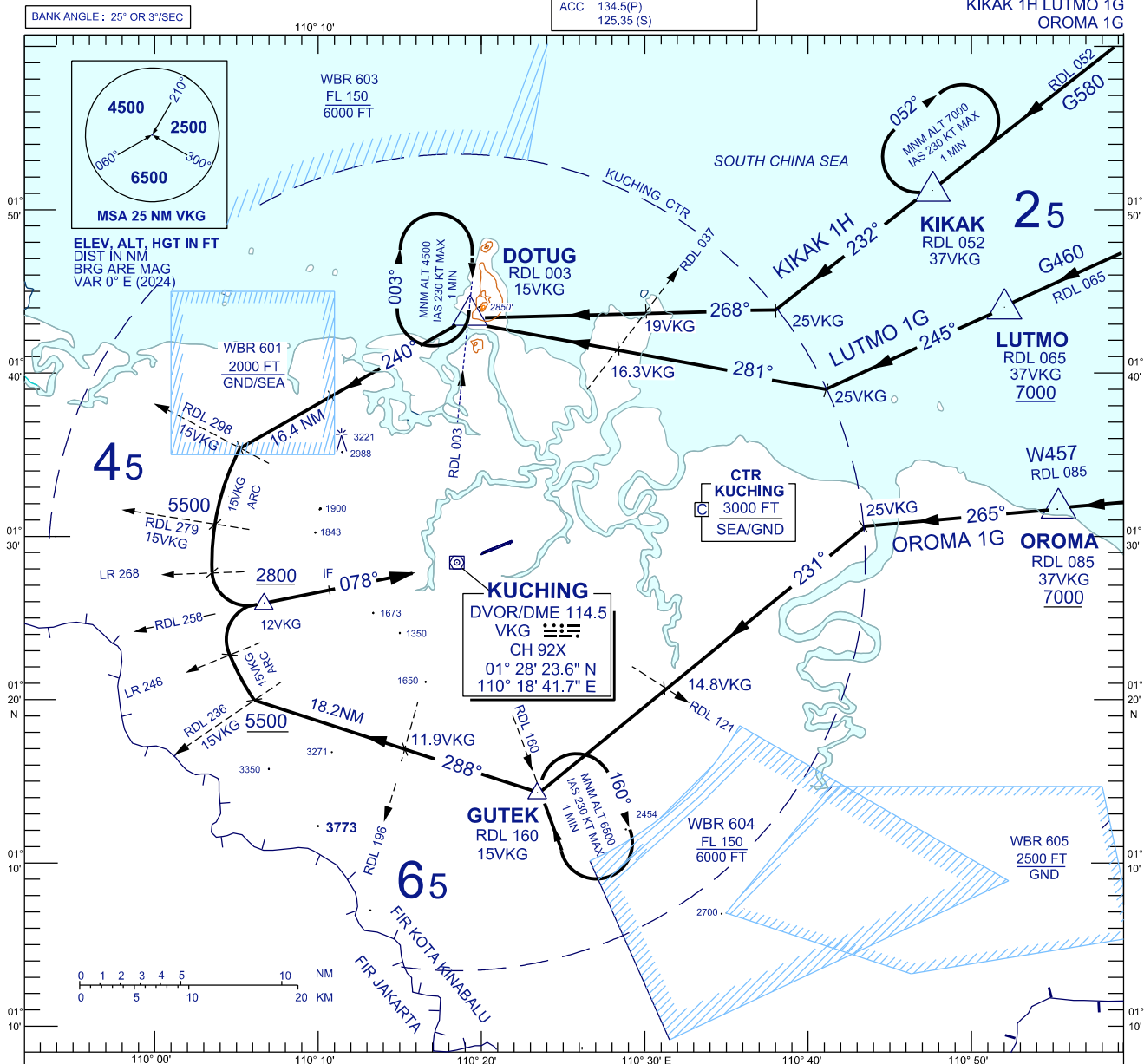
**STANDARD ARRIVAL CHART  
INSTRUMENT (STAR) - ICAO**

TRANSITION ALTITUDE  
11,000 FT

TWR	118.1 (P)	SMC	121.9
	121.7 (S)	ATIS	128.4
APP	120.2 (P)	FIS	134.75
	123.85 (S)		
ACC	134.5 (P)		
	125.35 (S)		

**KUCHING/KUCHING (WBGG)  
RWY 07**

KIKAK 1H LUTMO 1G  
OROMA 1G



**ARRIVALS**

**KIKAK ONE HOTEL :**

- FROM KIKAK TRACK 232° TILL 25 DME VKG VOR INBOUND,
- THEN TRACK 268° TO DOTUG,
- FROM DOTUG TRACK 240°,
- ON CROSSING RDL 298, TRACK ON 15DME ARC VKG,
- ON CROSSING LR 268, TURN LEFT,
- INTERCEPT RDL 258 VKG FOR VOR Z APPROACH.

**LUTMO ONE GOLF :**

- FROM LUTMO TRACK 245° TILL 25 DME VKG VOR INBOUND,
- THEN TRACK 281° TO DOTUG,
- FROM DOTUG TRACK 240°,
- ON CROSSING RDL 298, TRACK ON 15DME ARC VKG,
- ON CROSSING LR 268, TURN LEFT,
- INTERCEPT RDL 258 VKG FOR VOR Z APPROACH.

**OROMA ONE GOLF :**

- FROM OROMA TRACK 265° TILL 25 DME VKG VOR INBOUND,
- THEN TRACK 231° TO GUTEK,
- FROM GUTEK TRACK 288°,
- ON CROSSING RDL 236, TRACK ON 15DME ARC VKG,
- ON CROSSING LR 248 TURN RIGHT,
- INTERCEPT RDL 258 VKG FOR VOR Z APPROACH.

**VERTICAL RESTRICTIONS :**

ADHERE TO VERTICAL RESTRICTIONS eg. 7000 = NOT BELOW 7000 FT ON DESCENT UNLESS SPECIFICALLY CANCELLED BY ATC.

**COMMUNICATIONS FAILURE :**

- \* SQUAWK 7600
- \* IF UNDER PILOT NAVIGATION, CONTINUE ON STAR AND LAND
- \* IF UNDER RADAR VECTORING, MAINTAIN VECTOR FOR 1 MINUTE, IF BELOW MSA, CLIMB TO MSA, THEN TRACK TO INTERCEPT CLEARED OR PREVIOUSLY ASSIGNED STAR AND LAND

**STANDARD ARRIVAL CHART  
INSTRUMENT (STAR) - ICAO**

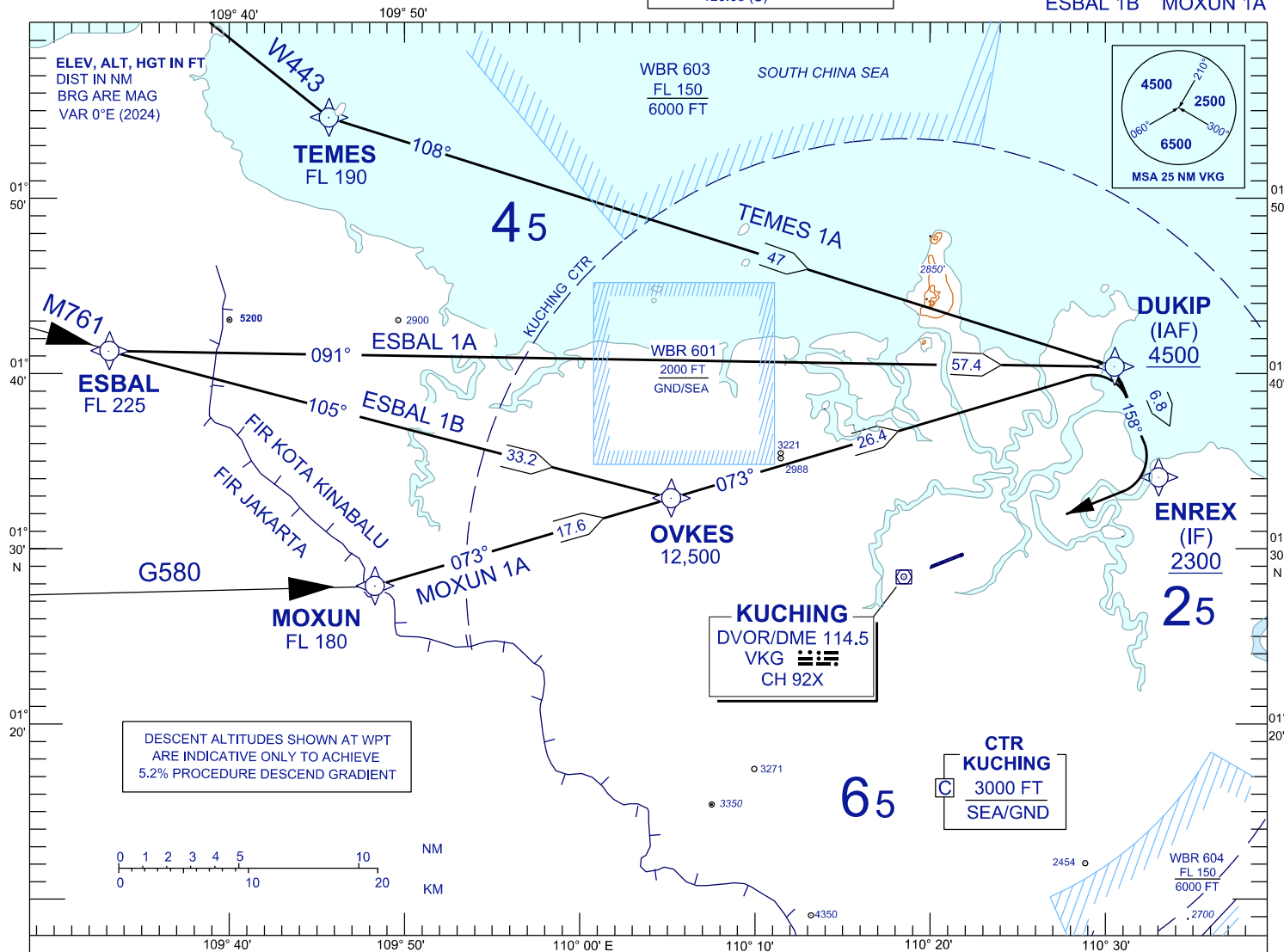
TRANSITION ALTITUDE  
11,000 FT

TWR	118.1 (P)	SMC	121.9
	121.7 (S)	ATIS	128.4
APP	120.2 (P)	FIS	134.75
	123.85 (S)		
ACC	134.5 (P)		
	125.35 (S)		

**KUCHING/KUCHING (WBGG)  
RWY 25 (RNAV)**

TEMES 1A ESBAL 1A  
ESBAL 1B MOXUN 1A

BANK ANGLE : 25° OR 3°/SEC



**ARRIVALS**

- TEMES ONE ALPHA :** FROM TEMES TRACK TO DUKIP, THEN TRACK TO ENREX,
- ESBAL ONE ALPHA :** FROM ESBAL TRACK TO DUKIP, THEN TRACK TO ENREX,
- ESBAL ONE BRAVO :** FROM ESBAL TRACK TO OVKES, THEN TRACK TO DUKIP AND TO ENREX,
- MOXUN ONE ALPHA :** FROM MOXUN TRACK TO OVKES THEN DUKIP, THEN TRACK TO ENREX,

FROM ENREX INTERCEPT LOC IKG FOR ILS Z/LOC Z RWY 25 OR INTERCEPT RDL 070 VKG FOR VOR Z RWY 25.

**VERTICAL RESTRICTIONS :**

ADHERE TO VERTICAL RESTRICTIONS eg . 2300 = NOT BELOW 2300 FT ON DESCENT UNLESS SPECIFICALLY CANCELLED BY ATC

**COMMUNICATIONS FAILURE :**

- \* SQUAWK 7600
- \* IF UNDER PILOT NAVIGATION, CONTINUE ON STAR AND LAND
- \* IF UNDER RADAR VECTORED, MAINTAIN VECTOR FOR 1 MINUTE, IF BELOW MSA, CLIMB TO MSA, THEN TRACK TO INTERCEPT CLEARED OR PREVIOUSLY ASSIGNED STAR AND LAND

**STANDARD ARRIVAL CHART  
INSTRUMENT (STAR) - ICAO**

TRANSITION ALTITUDE  
11,000 FT

**KUCHING/KUCHING (WBGG)  
RWY 25 ( RNAV )**

TEMES 1A    ESBAL 1A  
ESBAL 1B    MOXUN 1A

**WAYPOINT LIST**

WAYPOINT IDENTIFIER	COORDINATE (WGS84)	
DUKIP	01° 40' 26.03" N	110° 30' 42.59" E
ENREX	01° 33' 59.10" N	110° 33' 16.01" E
ESBAL	01° 41' 25.35" N	109° 33' 25.93" E
MOXUN	01° 27' 49.90" N	109° 48' 33.61" E
OVKES	01° 32' 57.07" N	110° 05' 28.63" E
TEMES	01° 54' 55.41" N	109° 46' 06.73" E

**STANDARD ARRIVAL CHART  
INSTRUMENT (STAR) - ICAO**

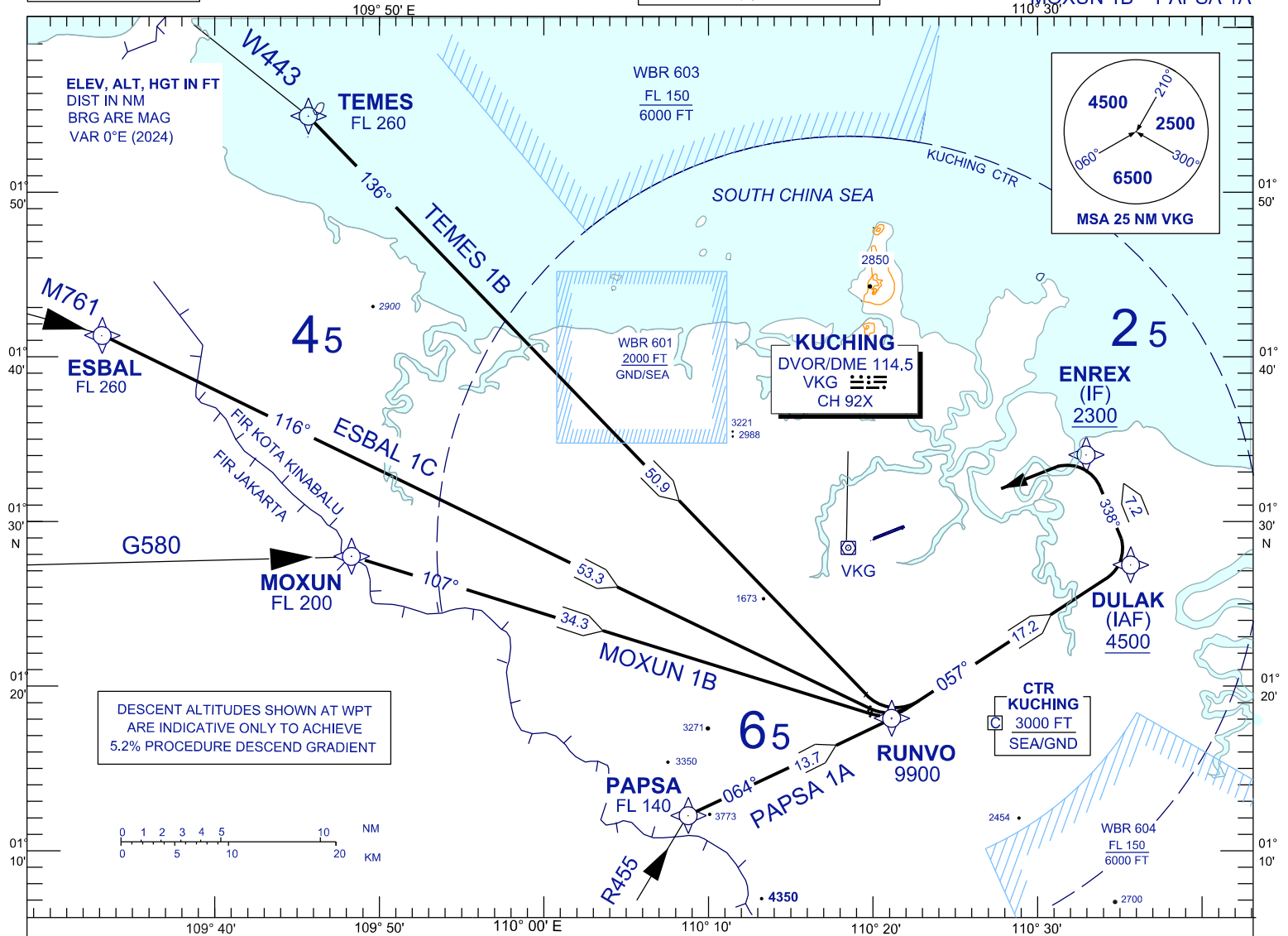
TRANSITION ALTITUDE  
11,000 FT

TWR	118.1 (P)	SMC	121.9
	121.7 (S)	ATIS	128.4
APP	120.2 (P)	FIS	134.75
	123.85 (S)		
ACC	134.5 (P)		
	125.35 (S)		

**KUCHING/KUCHING (WBGG)  
RWY 25 (RNAV)**

TEMES 1B ESBAL 1C  
MOXUN 1B PAPSA 1A

BANK ANGLE : 25° OR 3°/SEC



**ARRIVALS**

- TEMES ONE BRAVO** : FROM TEMES TRACK TO RUNVO, THEN TRACK TO DULAK AND TO ENREX,
- ESBAL ONE CHARLIE** : FROM ESBAL TRACK TO RUNVO, THEN TRACK TO DULAK AND TO ENREX,
- MOXUN ONE BRAVO** : FROM MOXUN TRACK TO RUNVO, THEN TRACK TO DULAK AND TO ENREX,
- PAPSA ONE ALPHA** : FROM PAPSA TRACK TO RUNVO, THEN TRACK TO DULAK AND TO ENREX,

FROM ENREX INTERCEPT LOC IKG FOR ILS Z/LOC Z RWY 25 OR INTERCEPT RDL 070 VKG FOR VOR Z RWY 25.

**VERTICAL RESTRICTIONS :**

ADHERE TO VERTICAL RESTRICTIONS eg . 4500 = NOT BELOW 4500 FT ON DESCENT UNLESS SPECIFICALLY CANCELLED BY ATC

**COMMUNICATION FAILURE :**

- \* SQUAWK 7600
- \* IF UNDER PILOT NAVIGATION, CONTINUE ON STAR AND LAND
- \* IF UNDER RADAR VECTORED, MAINTAIN VECTOR FOR 1 MINUTE, IF BELOW MSA, CLIMB TO MSA, THEN TRACK TO INTERCEPT CLEARED OR PREVIOUSLY ASSIGNED STAR AND LAND.

STANDARD ARRIVAL CHART  
INSTRUMENT (STAR) - ICAOTRANSITION ALTITUDE  
11,000 FTKUCHING/KUCHING (WBGG)  
RWY 25 ( RNAV )TEMES 1B    ESBAL 1C  
MOXUN 1B    PAPSA 1A

## WAYPOINT LIST

WAYPOINT IDENTIFIER	COORDINATE (WGS84)	
DULAK	01° 27' 27.62" N	110° 35' 50.74" E
ENREX	01° 33' 59.10" N	110° 33' 16.01" E
ESBAL	01° 41' 25.35" N	109° 33' 25.93" E
MOXUN	01° 27' 49.90" N	109° 48' 33.61" E
PAPSA	01° 12' 00.00" N	110° 08' 30.12" E
RUNVO	01° 17' 56.48" N	110° 21' 17.85" E
TEMES	01° 54' 55.41" N	109° 46' 06.73" E

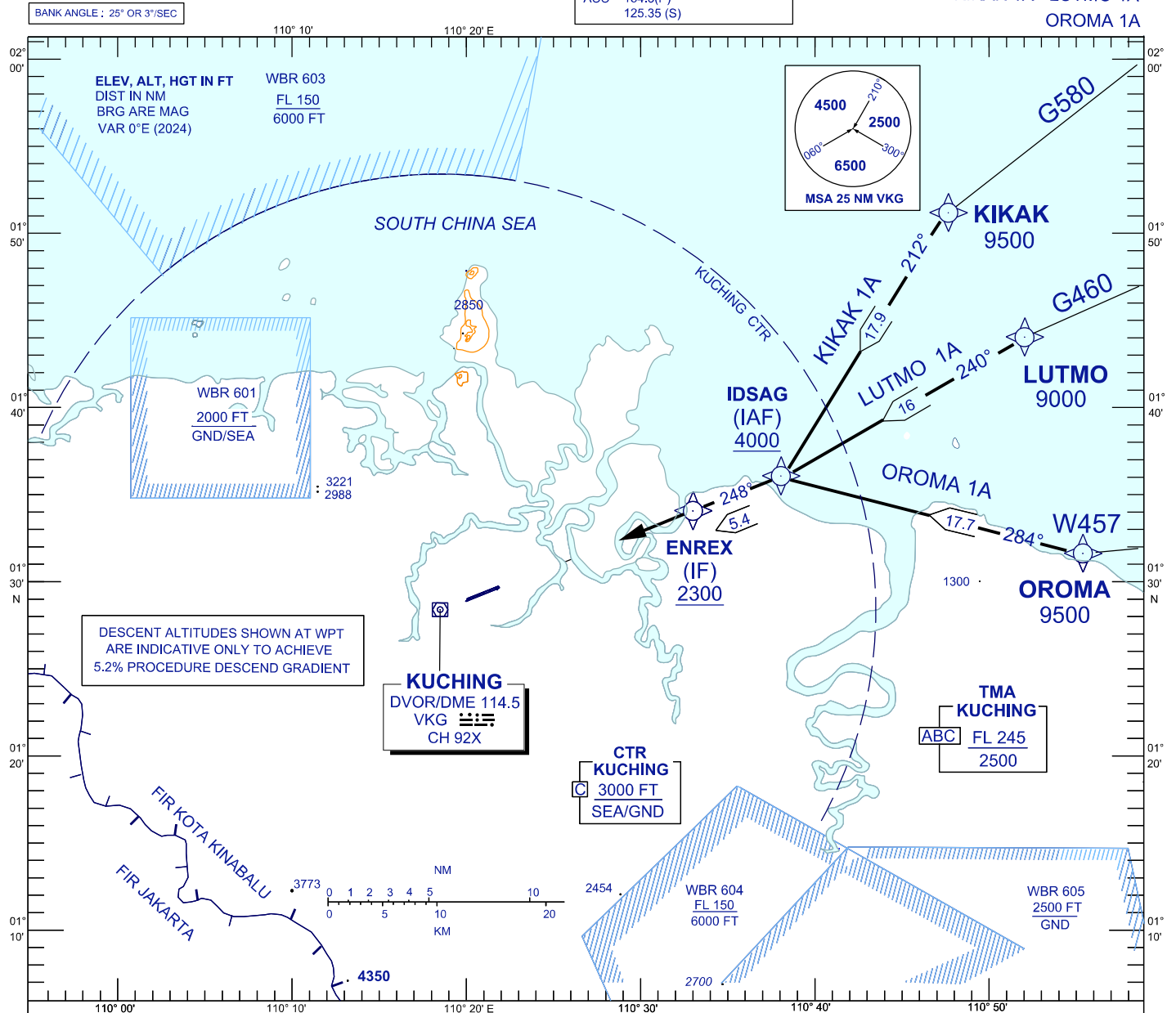
**STANDARD ARRIVAL CHART  
INSTRUMENT (STAR) - ICAO**

TRANSITION ALTITUDE  
11,000 FT

TWR	118.1 (P)	SMC	121.9
	121.7 (S)	ATIS	128.4
APP	120.2 (P)	FIS	134.75
	123.85 (S)		
ACC	134.5 (P)		
	125.35 (S)		

**KUCHING/KUCHING (WBGG)  
RWY 25 ( RNAV )**

KIKAK 1A LUTMO 1A  
OROMA 1A



**ARRIVALS**

- KIKAK ONE ALPHA** : FROM KIKAK TRACK TO IDSAG, THEN TRACK TO ENREX,
- LUTMO ONE ALPHA** : FROM LUTMO TRACK TO IDSAG, THEN TRACK TO ENREX,
- OROMA ONE ALPHA** : FROM OROMA TRACK TO IDSAG, THEN TRACK TO ENREX,

FROM ENREX INTERCEPT LOC IKG FOR ILS Z/LOC Z RWY 25 OR INTERCERPT RDL 070 VKG FOR VOR Z RWY 25.

**VERTICAL RESTRICTIONS :**

ADHERE TO VERTICAL RESTRICTIONS eg. 4000 = NOT BELOW 4000 FT ON DESCENT UNLESS SPECIFICALLY CANCELLED BY ATC.

**COMMUNICATIONS FAILURE :**

- \* SQUAWK 7600
- \* IF UNDER PILOT NAVIGATION, CONTINUE ON STAR AND LAND
- \* IF UNDER RADAR VECTORED, MAINTAIN VECTOR FOR 1 MINUTE, IF BELOW MSA, CLIMB TO MSA, THEN TRACK TO INTERCEPT CLEARED OR PREVIOUSLY ASSIGNED STAR AND LAND

**STANDARD ARRIVAL CHART  
INSTRUMENT (STAR) - ICAO****KUCHING/KUCHING (WBGG)  
RWY 25 ( RNAV )**TRANSITION ALTITUDE  
11,000 FTKIKAK 1A LUTMO 1A  
OROMA 1A**WAYPOINT LIST**

<b>WAYPOINT IDENTIFIER</b>	<b>COORDINATE (WGS84)</b>	
ENREX	01° 33' 59.10" N	110° 33' 16.01" E
IDSAG	01° 35' 55.60" N	110° 38' 17.72" E
KIKAK	01° 51' 15.29" N	110° 47' 50.28" E
LUTMO	01°44' 04.53" N	110° 52' 12.48" E
OROMA	01° 31' 36.03" N	110° 55' 31.57" E



**STANDARD ARRIVAL CHART  
INSTRUMENT (STAR) - ICAO**

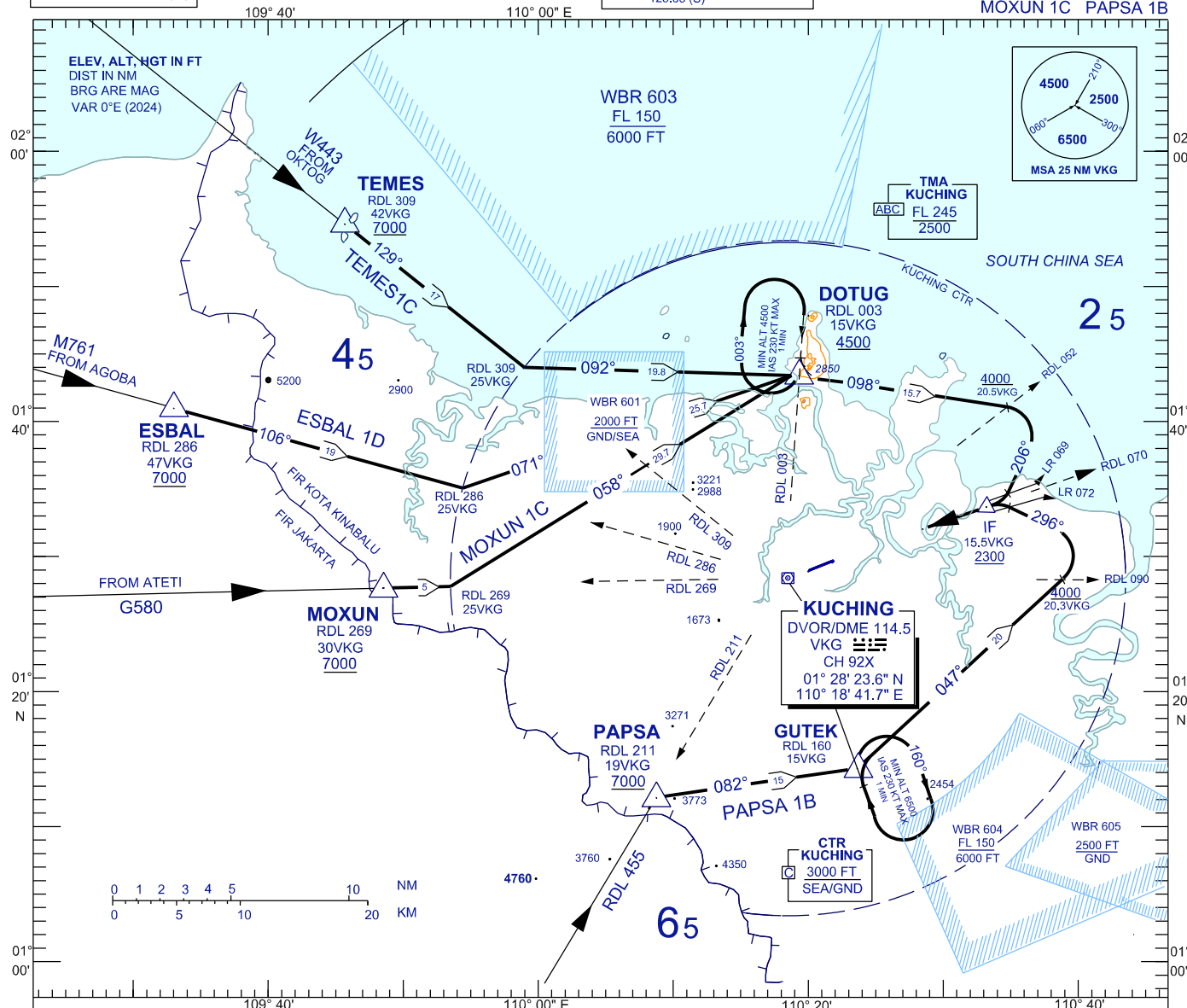
**KUCHING/KUCHING (WBGG)  
RWY 25**

TWR	118.1 (P)	SMC	121.9
	121.7 (S)	ATIS	128.4
APP	120.2 (P)	FIS	134.75
	123.85 (S)		
ACC	134.5 (P)		
	125.35 (S)		

TRANSITION ALTITUDE  
11,000 FT

BANK ANGLE : 25° OR 37°/SEC

TEMES 1C    ESBAL 1D  
MOXUN 1C    PAPSA 1B



**ARRIVALS**

**TEMES ONE CHARLIE:**

- FROM TEMES TRACK 129° TILL 25DME VKG,
- THEN TRACK 092° TO DOTUG,
- FROM DOTUG TRACK 098°,
- ON CROSSING RDL 052,
- TURN RIGHT TRACK 206°,

**MOXUN ONE CHARLIE :**

- FROM MOXUN TRACK 089° TILL 25DME VKG,
- THEN TRACK 058° TO DOTUG,
- FROM DOTUG TRACK 098°,
- ON CROSSING RDL 052,
- TURN RIGHT TRACK 206°,

**ESBAL ONE DELTA :**

- FROM ESBAL TRACK 106° TILL 25DME VKG,
- THEN TRACK 071° TO DOTUG,
- FROM DOTUG TRACK 098°,
- ON CROSSING RDL 052,
- TURN RIGHT TRACK 206°,

**PAPSA ONE BRAVO :**

- FROM PAPSA, TRACK 082° TO GUTEK,
- FROM GUTEK THEN TRACK 047°,
- ON CROSSING RDL 090,
- TURN LEFT TRACK 296°,

INTERCEPT LOC IKG FOR ILS Z/LOC Z RWY 25 OR INTERCEPT RDL 070 VKG FOR VOR Z RWY 25.

**VERTICAL RESTRICTIONS :**

ADHERE TO VERTICAL RESTRICTIONS eg. 7000 = NOT BELOW 7000 FT ON DESCENT UNLESS SPECIFICALLY CANCELLED BY ATC.

**COMMUNICATIONS FAILURE :**

- \* SQUAWK 7600
- \* IF UNDER PILOT NAVIGATION, CONTINUE ON STAR AND LAND
- \* IF UNDER RADAR VECTORING, MAINTAIN VECTOR FOR 1 MINUTE, IF BELOW MSA, CLIMB TO MSA, THEN TRACK TO INTERCEPT CLEARED OR PREVIOUSLY ASSIGNED STAR AND LAND

**STANDARD ARRIVAL CHART  
INSTRUMENT (STAR) - ICAO**

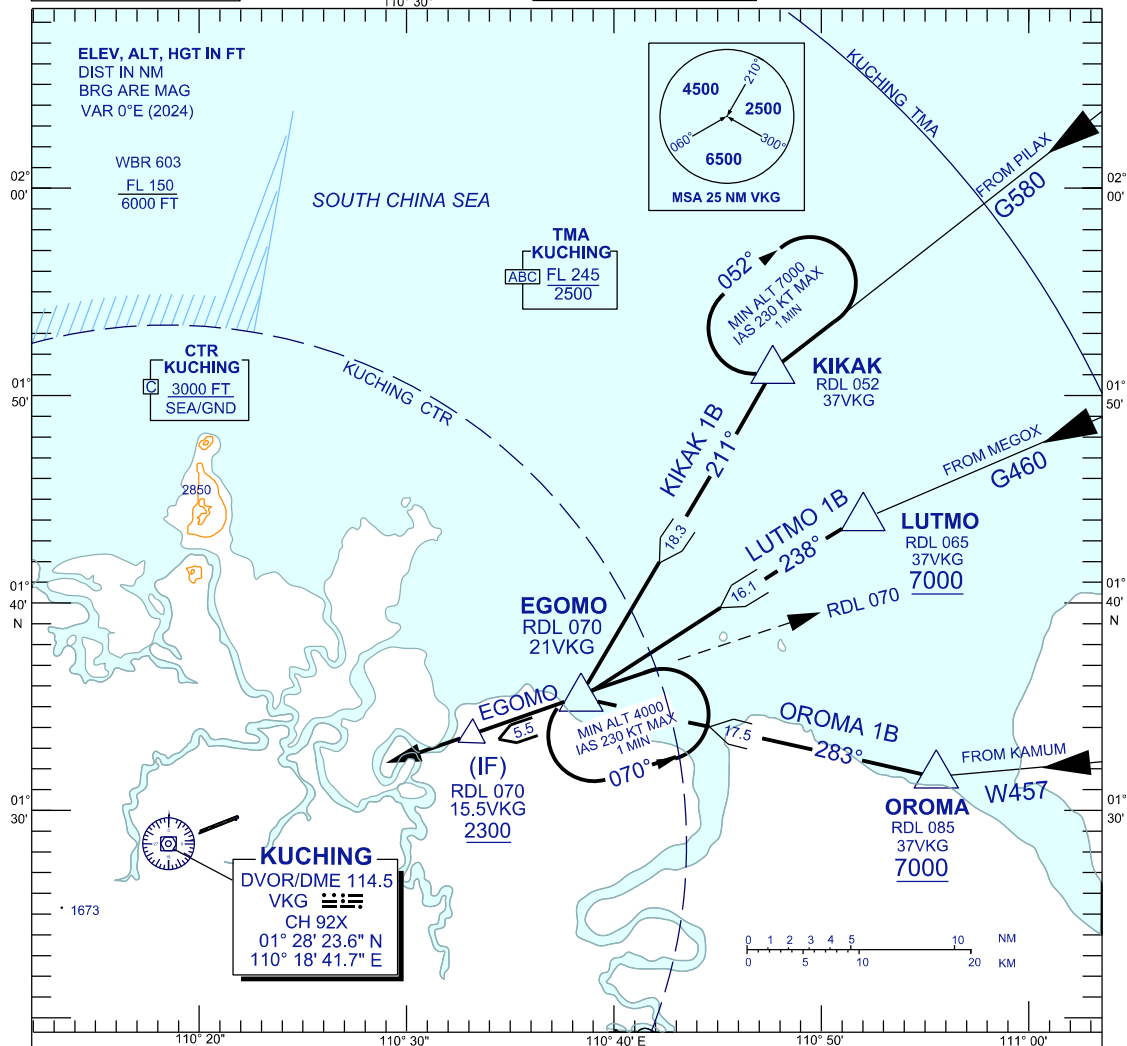
**KUCHING/KUCHING (WBGG)  
RWY 25 (VOR/DME)**

TRANSITION ALTITUDE  
11,000 FT

TWR	118.1 (P)	SMC	121.9
	121.7 (S)	ATIS	128.4
APP	120.2 (P)	FIS	134.75
	123.85 (S)		
ACC	134.5 (P)		
	125.35 (S)		

KIKAK 1B LUTMO 1B  
OROMA 1B

BANK ANGLE : 25° OR 37°/SEC



**ARRIVALS**

- KIKAK ONE BRAVO :** FROM KIKAK TRACK 211° TO EGOMO, THEN TRACK TO IF
- LUTMO ONE BRAVO :** FROM LUTMO TRACK 238° TO EGOMO, THEN TRACK TO IF
- OROMA ONE BRAVO :** FROM OROMA TRACK 283° TO EGOMO, THEN TRACK TO IF

INTERCEPT RDL 070 VKG FOR VOR Z RWY 25 OR INTERCEPT LOC IKG FOR ILS Z/LOC Z RWY 25.

**VERTICAL RESTRICTIONS :**

ADHERE TO VERTICAL RESTRICTIONS eg. 7000 = NOT BELOW 7000 FT ON DESCENT UNLESS SPECIFICALLY CANCELLED BY ATC.

**COMMUNICATIONS FAILURE :**

- \* SQUAWK 7600
- \* IF UNDER PILOT NAVIGATION, CONTINUE ON STAR AND LAND
- \* IF UNDER RADAR VECTORED, MAINTAIN VECTOR FOR 1 MINUTE, IF BELOW MSA, CLIMB TO MSA, THEN TRACK TO INTERCEPT CLEARED OR PREVIOUSLY ASSIGNED STAR AND LAND

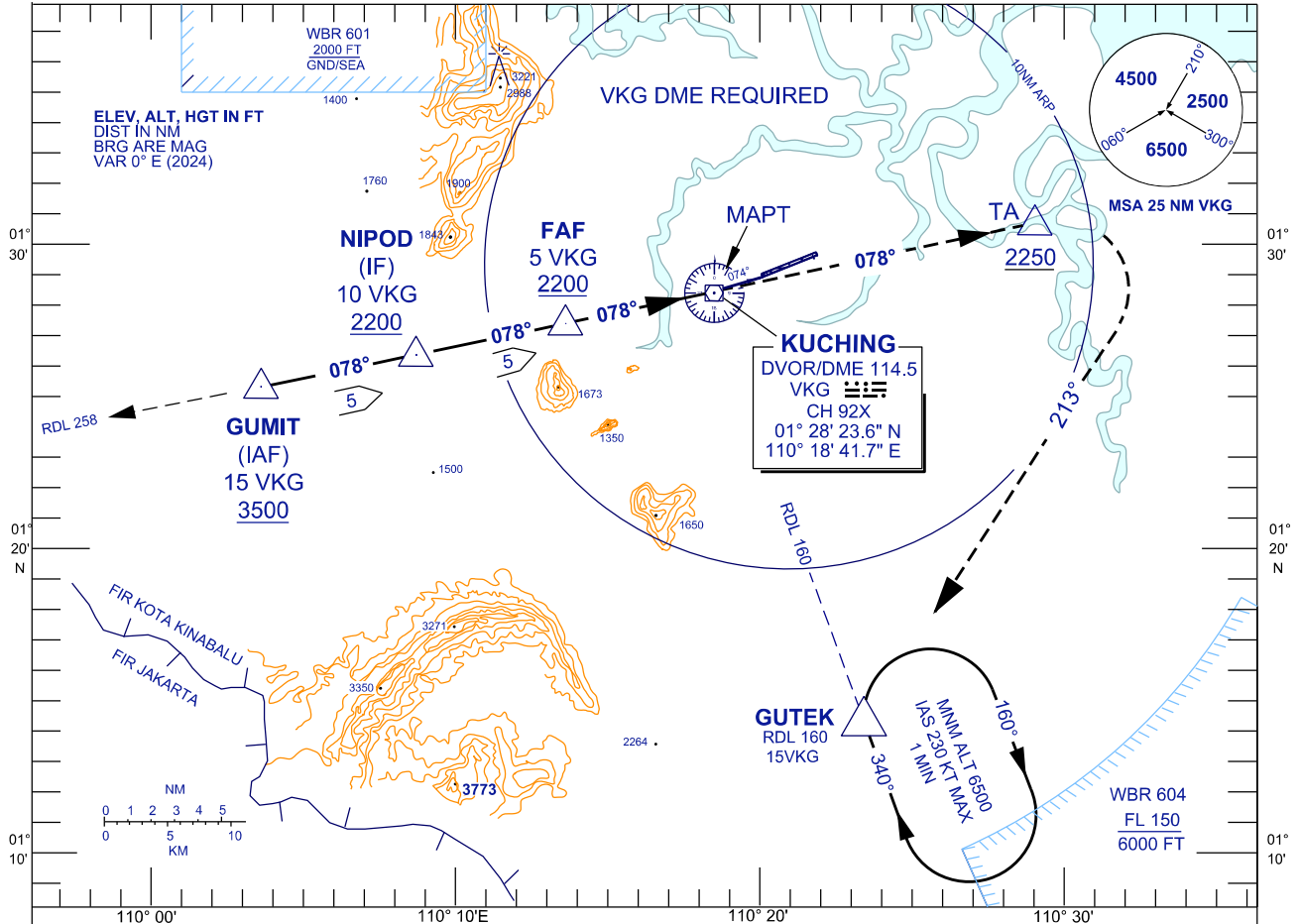
**INSTRUMENT  
APPROACH  
CHART - ICAO**

**AERODROME ELEV 88 FT**  
HEIGHTS RELATED TO  
THR RWY 07 - ELEV 88 FT

TWR	118.1 (P)	SMC	121.9
	121.7 (S)	ATIS	128.4
APP	120.2 (P)	FIS	134.75
	123.85 (S)		
ACC	134.5(P)		
	125.35 (S)		

**KUCHING/KUCHING (WBGG)  
RWY 07**

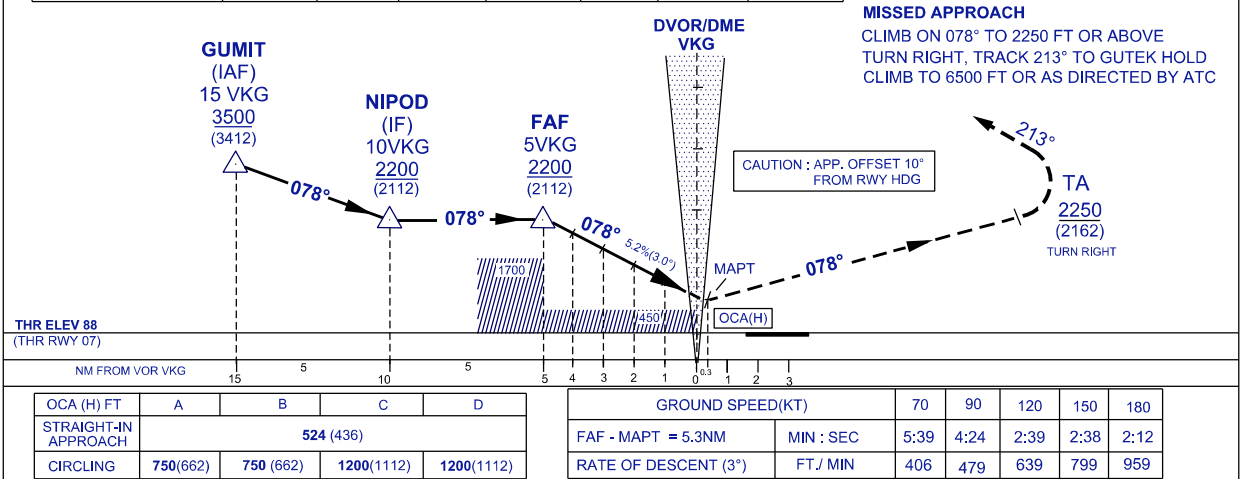
VOR Z  
(FROM STAR)



DISTANCE BY DME (NM)	FAF/5.0	4.0	3.0	2.0	1.0	VKG	MAPT/-0.3
ALT 3° APCH PATH (FT)	2200(2112)	1882(1794)	1564(1476)	1246(1158)	928(840)	610(522)	524(436)

USE QNH

TRANSITION ALT 11000



THR ELEV 88  
(THR RWY 07)

	NM FROM VOR VKG			
	15	5	10	5
OCA (H) FT	A	B	C	D
STRAIGHT-IN APPROACH	524 (436)			
CIRCLING	750(662)	750 (662)	1200(1112)	1200(1112)

GROUND SPEED(KT)		70	90	120	150	180
FAF - MAPT = 5.3NM	MIN : SEC	5:39	4:24	2:39	2:38	2:12
RATE OF DESCENT (3°)	FT./ MIN	406	479	639	799	959

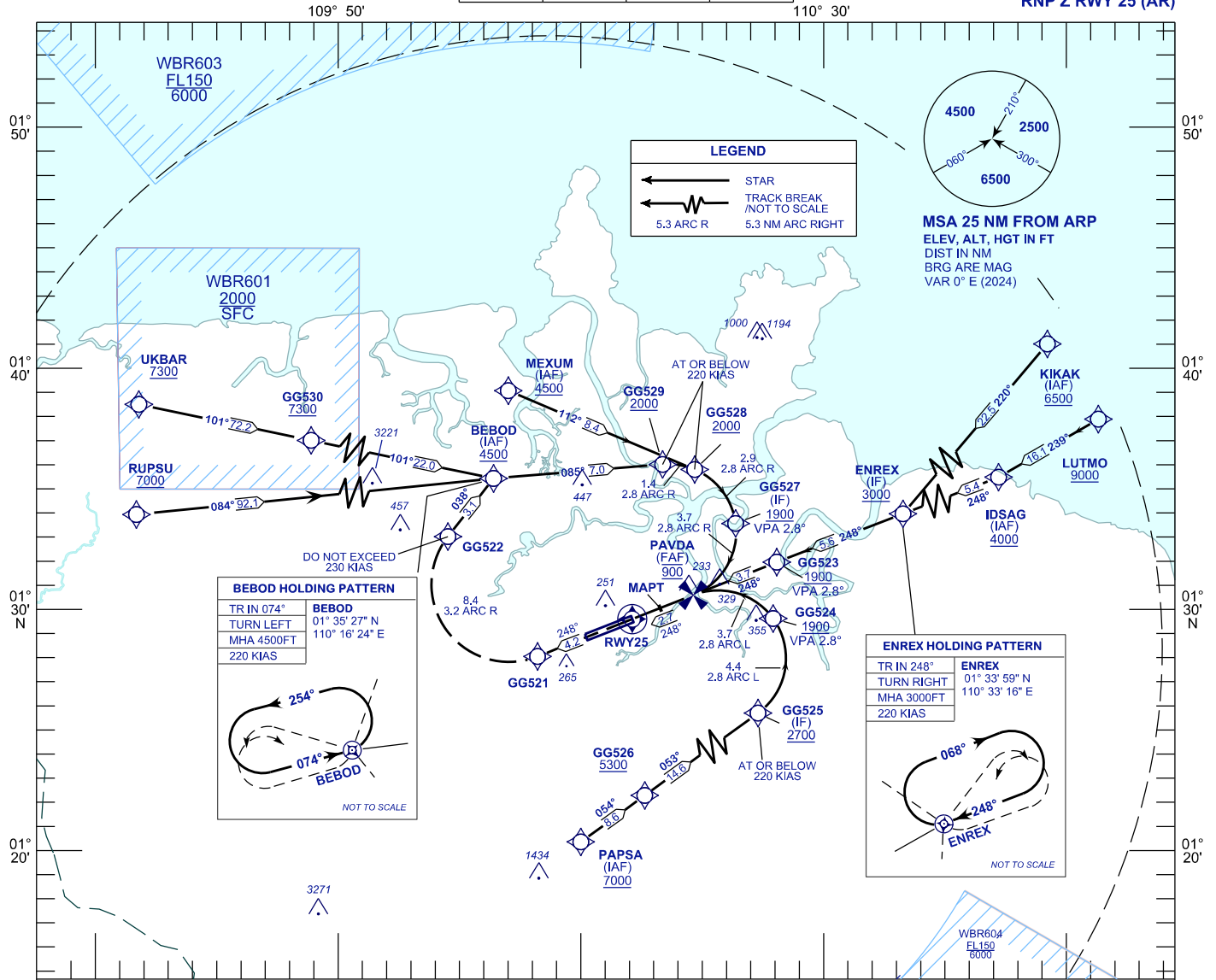
**INSTRUMENT APPROACH CHART - ICAO**

**AERODROME ELEV 88 FT**  
HEIGHT RELATED TO  
THR RWY 25 - ELEV 42 FT

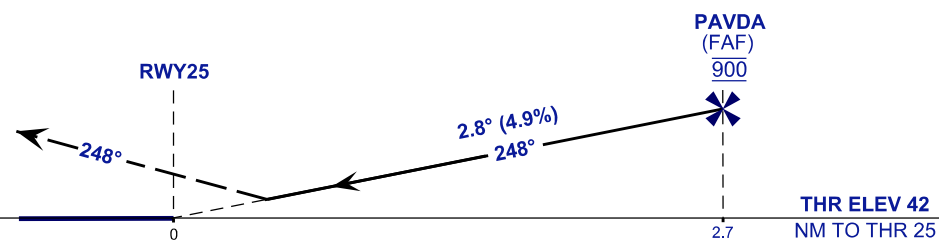
APP	TWR	SMC	ATIS
120.2	118.1	121.9	128.4
123.85	121.7		

**KUCHING/KUCHING INTERNATIONAL AIRPORT (WBGG)**

RNP Z RWY 25 (AR)



VPA 2.8° RDH 54FT  
**MISSED APPROACH**  
 CLIMB TO 4500FT VIA THE RNP MISSED APPROACH TRACK TO BEBOD OR AS DIRECTED BY ATC  
 TRANSITION LEVEL FL130  
 TRANSITION ALT 11 000



STRAIGHT - IN APPROACH	OCA (OCH)								
CATEGORY OF AIRCRAFT	C	D	GROUND SPEED - KT	70	90	100	120	140	160
RNP 0.3	465 (423)		RATE OF DESCENT (2.8°) ( FEET/MIN )	347	446	495	594	693	792
CIRCLING AND ALTERNATE N/A			DISTANCE TO THRESHOLD (NM)	2.7	2	1			
			ALTITUDE (FEET)	900	670	370			

- 1. AUTHORIZATION REQUIRED
- 2. GNSS REQUIRED
- 3. RF REQUIRED
- 4. APPROACH NOT AUTHORIZED WHEN AIRPORT TEMPERATURE BELOW 19°C OR ABOVE 40°C.
- 5. WBGG ALTIMETER SETTING REQUIRED.
- 6. PAPI AND VERTICAL PATH ANGLE NOT COINCIDENT.
- 7. CLIMB GRADIENT 4.2% REQUIRED TO REACH BEBOD AT 4500 FT.
- 8. RNP 1.0 REQUIRED TO BEBOD, ENREX AND GGS26.
- 9. RNP 0.3 REQUIRED FROM BEBOD, ENREX, GGS26 AND MEXUM TO RWY.

**INSTRUMENT  
APPROACH  
CHART - ICAO**

**AERODROME ELEV 88 FT**  
HEIGHT RELATED TO  
THR RWY 25 - ELEV 42 FT

**KUCHING/KUCHING  
INTERNATIONAL AIRPORT (WBGG)**

RNP Z RWY 25 (AR)

**TABULAR DESCRIPTION**

**KIKAK TRANSITION**

SERIAL NO	PATH TERM	ID	RF ARC CENTER	FLY OVER	WPT DESC	TRACK (M)/ DISTANCE (NM) OR COURSE/TIME	ARC DIRECTION	ALTITUDE (FT)	MAX IAS (KT)	VPA	RNP
001	IF	KIKAK	-	N	IAF	-	-	+ 6500	-	-	-
002	TF	ENREX	-	N	IF	219.8° / 22.5	-	+ 3000	-	-	1.0
003	TF	GG523	-	N	-	248.4° / 5.6	-	+ 1900	-	-	0.3
004	TF	PAVDA	-	N	FAF	247.9° / 3.7	-	@900	-	-2.8	0.3

**LUTMO TRANSITION**

SERIAL NO	PATH TERM	ID	RF ARC CENTER	FLY OVER	WPT DESC	TRACK (M)/ DISTANCE (NM) OR COURSE/TIME	ARC DIRECTION	ALTITUDE (FT)	MAX IAS (KT)	VPA	RNP
001	IF	LUTMO	-	N	-	-	-	+ 9000	-	-	-
002	TF	IDSAG	-	N	IAF	239.2° / 16.1	-	+ 4000	-	-	1.0
003	TF	ENREX	-	N	IF	248.4° / 5.4	-	+ 3000	-	-	1.0
004	TF	GG523	-	N	-	248.4° / 5.6	-	+ 1900	-	-	0.3
005	TF	PAVDA	-	N	FAF	247.9° / 3.7	-	@900	-	-2.8	0.3

**MEXUM TRANSITION**

SERIAL NO	PATH TERM	ID	RF ARC CENTER	FLY OVER	WPT DESC	TRACK (M)/ DISTANCE (NM) OR COURSE/TIME	ARC DIRECTION	ALTITUDE (FT)	MAX IAS (KT)	VPA	RNP
001	IF	MEXUM	-	N	IAF	-	-	+ 4500	-	-	-
002	TF	GG528	-	N	-	112.3° / 8.4	-	+ 2000	-220	-	0.3
003	RF	GG527	RGG11	N	IF	2.8 RF / 2.9	R	+ 1900	-	-	0.3
004	RF	PAVDA	RGG11	N	FAF	2.8 RF / 3.7	R	@900	-	-2.8	0.3

**UKBAR TRANSITION**

SERIAL NO	PATH TERM	ID	RF ARC CENTER	FLY OVER	WPT DESC	TRACK (M)/ DISTANCE (NM) OR COURSE/TIME	ARC DIRECTION	ALTITUDE (FT)	MAX IAS (KT)	VPA	RNP
001	IF	UKBAR	-	N	-	-	-	+ 7300	-	-	-
002	TF	GG530	-	N	-	101.2° / 72.2	-	+ 7300	-	-	1.0
003	TF	BEBOD	-	N	IAF	101.2° / 22.0	-	+ 4500	-	-	1.0
004	TF	GG529	-	N	-	084.7° / 7.0	-	+ 2000	-220	-	0.3
005	RF	GG528	RGG11	N	-	2.8 RF / 1.4	R	+ 2000	-	-	0.3
006	RF	GG527	RGG11	N	IF	2.8 RF / 2.9	R	+ 1900	-	-	0.3
007	RF	PAVDA	RGG11	N	FAF	2.8 RF / 3.7	R	@900	-	-2.8	0.3

**INSTRUMENT  
APPROACH  
CHART - ICAO**

**AERODROME ELEV 88 FT**  
HEIGHT RELATED TO  
THR RWY 25 - ELEV 42 FT

**KUCHING/KUCHING  
INTERNATIONAL AIRPORT (WBGG)**

RNP Z RWY 25 (AR)

**TABULAR DESCRIPTION**

**RUPSU TRANSITION**

SERIAL NO	PATH TERM	ID	RF ARC CENTER	FLY OVER	WPT DESC	TRACK (M)/ DISTANCE (NM) OR COURSE/TIME	ARC DIRECTION	ALTITUDE (FT)	MAX IAS (KT)	VPA	RNP
001	IF	RUPSU	-	N	-	-	-	+ 7000	-	-	-
002	TF	BEBOD	-	N	IAF	83.6° / 92.1	-	+ 4500	-	-	1.0
003	TF	GG529	-	N	-	84.7° / 7.0	-	+ 2000	-220	-	0.3
004	RF	GG528	RGG11	N	-	2.8 RF / 1.4	R	+ 2000	-	-	0.3
005	RF	GG527	RGG11	N	IF	2.8 RF / 2.9	R	+ 1900	-	-	0.3
006	RF	PAVDA	RGG11	N	FAF	2.8 RF / 3.7	R	@900	-	-2.8	0.3

**PAPSA TRANSITION**

SERIAL NO	PATH TERM	ID	RF ARC CENTER	FLY OVER	WPT DESC	TRACK (M)/ DISTANCE (NM) OR COURSE/TIME	ARC DIRECTION	ALTITUDE (FT)	MAX IAS (KT)	VPA	RNP
001	IF	PAPSA	-	N	IAF	-	-	+ 7000	-	-	-
002	TF	GG526	-	N	-	53.6° / 8.6	-	+ 5300	-	-	1.0
003	TF	GG525	-	N	IF	53.3° / 14.6	-	+ 2700	-220	-	0.3
004	RF	GG524	RGG12	N	-	2.8 RF / 4.4	L	+ 1900	-	-	0.3
005	RF	PAVDA	RGG12	N	FAF	2.8 RF / 3.7	L	@900	-	-2.8	0.3

**FINAL AND MISSED APPROACH**

SERIAL NO	PATH TERM	ID	RF ARC CENTER	FLY OVER	WPT DESC	TRACK (M)/ DISTANCE (NM) OR COURSE/TIME	ARC DIRECTION	ALTITUDE (FT)	MAX IAS (KT)	VPA	RNP
001	IF	PAVDA	-	N	FAF	-	-	@900	-	-	-
002	TF	RWY25	-	Y	-	247.8° / 2.7	-	@96	-	-2.8	0.3
003	TF	GG521	-	N	-	247.8° / 4.2	-	-	-	-	1.0
004	RF	GG522	RGG13	N	-	3.2 RF / 8.4	R	-	-230	-	1.0
005	TF	BEBOD	-	N	-	038.0° / 3.1	-	+ 4500	-	-	1.0

**INSTRUMENT  
APPROACH  
CHART - ICAO**

**AERODROME ELEV 88 FT**  
HEIGHT RELATED TO  
THR RWY 25 - ELEV 42 FT

**KUCHING/KUCHING  
INTERNATIONAL AIRPORT (WBGG)**

RNP Z RWY 25 (AR)

**AERONAUTICAL DATA TABULATION**

WAYPOINT IDENTIFIER	COORDINATES
BEBOD	01°35'27.00" N 110°16'23.74" E
ENREX	01°33'59.10" N 110°33'16.01" E
IDSAG	01°35'55.60" N 110°38'17.72" E
KIKAK	01°51'15.29" N 110°47'50.28" E
LUTMO	01°44'04.53" N 110°52'12.48" E
MEXUM	01°39'05.39" N 110°17'00.00" E
PAPSA	01°12'00.00" N 110°08'30.12" E
PAVDA	01°30'36.72" N 110°24'37.38" E
GG521	01°28'03.82" N 110°18'12.55" E
GG522	01°33'02.19" N 110°14'31.15" E
GG523	01°31'58.80" N 110°28'04.02" E
GG524	01°29'38.44" N 110°27'55.03" E
GG525	01°25'43.18" N 110°27'17.69" E
GG526	01°17'03.67" N 110°15'28.54" E
GG527	01°33'35.15" N 110°26'22.19" E
GG528	01°35'49.26" N 110°24'41.10" E
GG529	01°36'02.00" N 110°23'21.88" E
GG530	01°39'57.60" N 109°54'52.32" E
RGG11	01°33'13.75" N 110°23'35.78" E
RGG12	01°27'59.68" N 110°25'38.97" E
RGG13	01°31'03.29" N 110°17'02.14" E
RUPSU	01°26'04.18" N 108°44'52.33" E
RWY25	01°29'36.82" N 110°22'06.61" E
UKBAR	01°54'42.83" N 108°44'18.68" E