JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

General Information

Location: KOTA KINABALU MYS
ICAO/IATA: WBKK / BKI
Lat/Long: N05° 55.9', E116° 03.0'
Elevation: 14 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -8:00 = UTC
Magnetic Variation: 0.0° E

Fuel Types: Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 2202 Z
Sunset: 0958 Z

Runway Information

Runway: 02
Length x Width: 12402 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 14 ft
Lighting: Edge, ALS, Centerline

Runway: 20
Length x Width: 12402 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 11 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 886 ft

Communication Information

ATIS: 127.400
Kinabalu Tower: 118.300
Kinabalu Ground: 121.600
Kinabalu Direct (Approach Control Radar): 119.100
Kinabalu Information: 133.300
Kinabalu Radar: 119.100
Kinabalu Radio: 682.500 Air-Ground

DEPARTURE

START-UP & PUSH BACK PROCEDURES

Pilot shall request ATC clearance 5 minutes before start-up.

ATC clearance shall be issued before push back and start-up.

Departing aircraft shall contact ground prior to start-up.

Start-up procedure for departure aircraft at KKIA Main Terminal

Pilot in command is required to obtain air traffic control clearance before commencing start-up and push back.

Pilot should only request push back clearance when the aircraft is ready.

On receipt a push back approval, push back must be completed within 2 minutes. If unable to comply, pilots should notify air traffic control as soon as possible.

Push back delays may be expected when two or more aircraft are parked either adjacent to one another or close together.

Aircraft taxiing on the manoeuvring area will be regulated by ATC to achieve a safe and orderly flow with the application of taxiing clearance limits whenever necessary.
Remark: the first aircraft to taxi may not necessarily be the first aircraft to take-off as distances between aircraft stands and departure runway vary.

WBKK/BKI KOTA KINABALU

JEPPESEN

15 JUN 18 (10-1R)

KOTA KINABALU, MALAYSIA

RADAR MINIMUM ALTITUDES

KINABALU Radar	Apt Elev	Alt Set: hPa Trans level: FL130 Trans alt: 11000′
126.1 128.3	14′	1. The ATC SMA comprises of an area of 40 NM radius from VJN VOR. 2. Altitudes shown are the minimum 1000′ safe usable altitude above the highest obstacles within 5 NM of the aircraft position. 3. Chart only to be used for cross checking of altitudes assigned while under RADAR vector.

Set transponder to 7600.
a) In VMC: Continue approach visually for the duty runway and land.
b) In IMC: MAINTAIN last assigned altitude or climb 5000′ if the last assigned is lower, then track DIRECT to VJN VOR, then carry out standard radio communication failure procedure.

LOST COMMS ◢ LOST COMMS ◢ LOST COMMS ◢ LOST COMMS ◢ LOST COMMS ◢ LOST COMMS

CONTOUR INTERVALS: 14000, 12000, 10000, 8000, 6000, 4000, 2000

❶ 3900
❷ 2900
❸ 6700
❹ 2700
❺ 2300

KOTA KINABALU JSL NDB

KOTA KINABALU D 113.1 VJN

13331′

FL160

2300 3500 7000 9000 11000 3200 5500 3100 7100

D40 D20 D15 D23 D7 D4 D11 D13 D27 D19 D34

R-020 R-036 R-055 R-087 R-160 R-194 R-180 R-135 R-212 R-200

0° 030° 060° 090° 120° 150° 180° 210° 240° 270° 300° 330°

07-00 06-30 06-00 05-30 05-00

50 40 30 20 10 0 10

115-30 116-00 116-30

CHANGES: Altitude restriction within 7 NM from VJN VOR between 036° and 087°.

KOTA KINABALU, MALAYSIA

KOTA KINABALU

EASTERN SECTOR

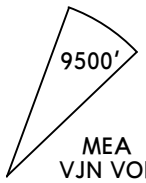
VOR 113.1 VJN

Apt. Elev 18′

ATIS 127.4
KINABALU Radar (APP) 119.1
KINABALU Tower 118.3
Ground 121.6

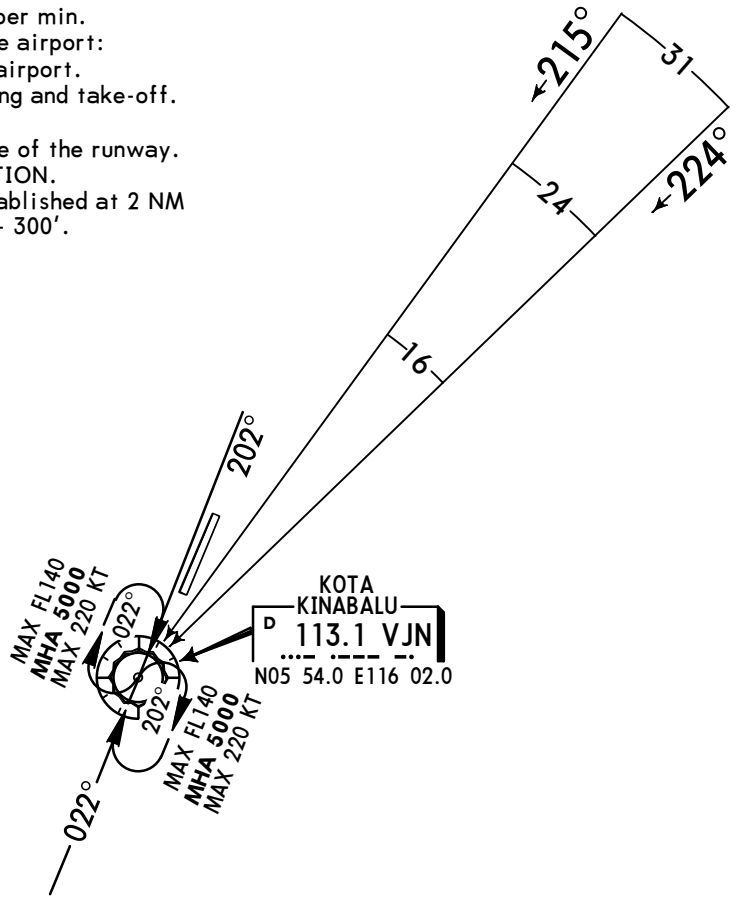
Alt Set: hPa
Apt Elev: 0 hPa

Trans level: FL130
Trans alt: 11000′ (10982′)



DME CHECK POINT NOT REQUIRED
1. Release of radio sonde:
A white balloon 8′ to 10′ diameter with radio sonde equipment attached will be released at N05 55.8 E116 05.0 to a maximum height of 130,000′ between 0001 to 0300 and 1200 to 1500 UTC. Rate of ascent 1000′ per min.
2. Presence of birds in the vicinity of the airport:
Presence of birds within the vicinity of airport.
Pilots to exercise CAUTION during landing and take-off.
3. Parasailing:
Parasailing activity at the WESTERN side of the runway.
Sea level - 500′. Pilots to exercise CAUTION.
4. Sapangar helicopter training area established at 2 NM radius of N06 04.8 E116 06.3, sea level - 300′.

NOT TO SCALE



16 DME	24 DME	31 DME	AFTER PASSING:
5000′	6500′	8000′	DESCEND TO:

Continue to overhead VOR DME hold. Make VOR DME approach or as directed by ATC.

PANS OPS

CHANGES: VJN VOR name.

KOTA KINABALU, MALAYSIA

KOTA KINABALU

WESTERN SECTOR

ATIS 127.4
KINABALU Radar (APP) 119.1
KINABALU Tower 118.3
Ground 121.6

Alt Set: hPa
Apt Elev: 0 hPa

Trans level: FL130
Trans alt: 11000′ (10982′)

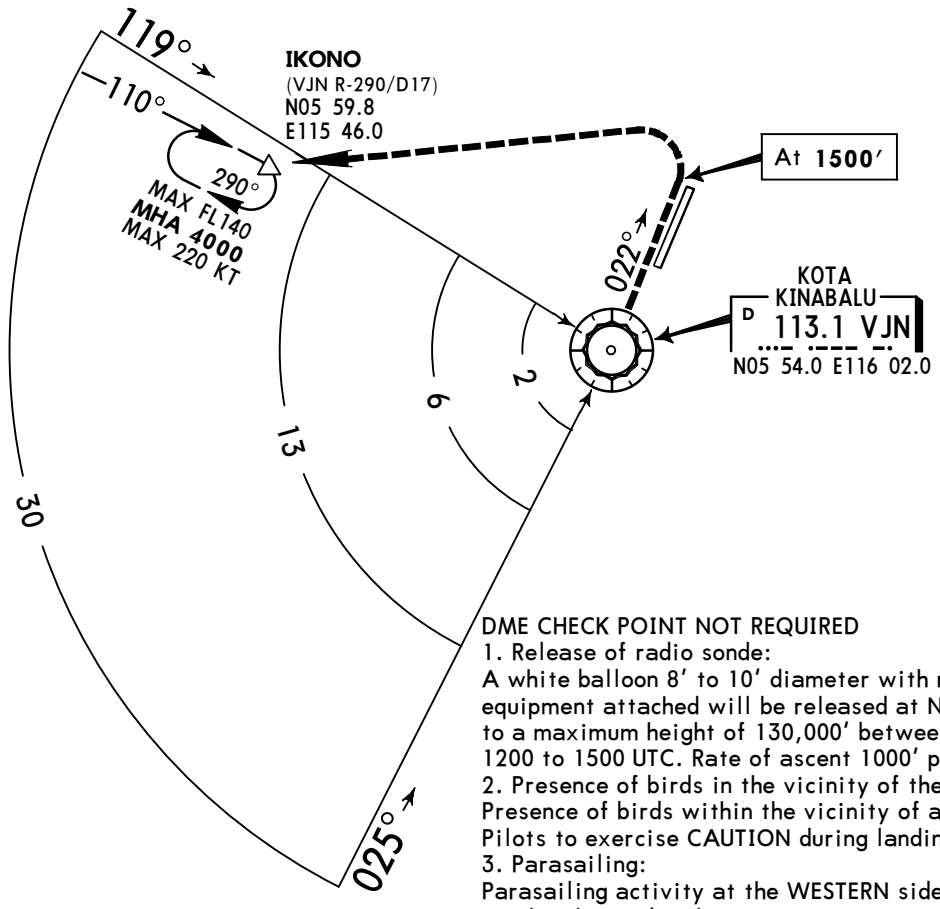
9500′

MEA
VJN VOR

VOR 113.1 VJN

Apt. Elev 18′

NOT TO SCALE



DME CHECK POINT NOT REQUIRED
1. Release of radio sonde:
A white balloon 8′ to 10′ diameter with radio sonde equipment attached will be released at N05 55.8 E116 05.0 to a maximum height of 130,000′ between 0001 to 0300 and 1200 to 1500 UTC. Rate of ascent 1000′ per min.
2. Presence of birds in the vicinity of the airport:
Presence of birds within the vicinity of airport.
Pilots to exercise CAUTION during landing and take-off.
3. Parasailing:
Parasailing activity at the WESTERN side of the runway.
Sea level - 500′. Pilots to exercise CAUTION.
4. Sapangar helicopter training area established at 2 NM radius of N06 04.8 E116 06.3, sea level - 300′.

AFTER PASSING:	30 DME	13 DME	6 DME	2 DME
DESCEND TO:	4500′	2400′	1500′	1200′

MISSED APPROACH: Climb 022° to 1500′, turn LEFT and track to IKONO hold, climb to 4000′ or as directed by ATC.

PANS OPS

CHANGES: VJN VOR name.

KOTA KINABALU, MALAYSIA

KOTA KINABALU

202° to VJN VOR

ATIS 127.4
KINABALU Radar (APP) 119.1
KINABALU Tower 118.3
Ground 121.6

Alt Set: hPa
Apt Elev: 0 hPa

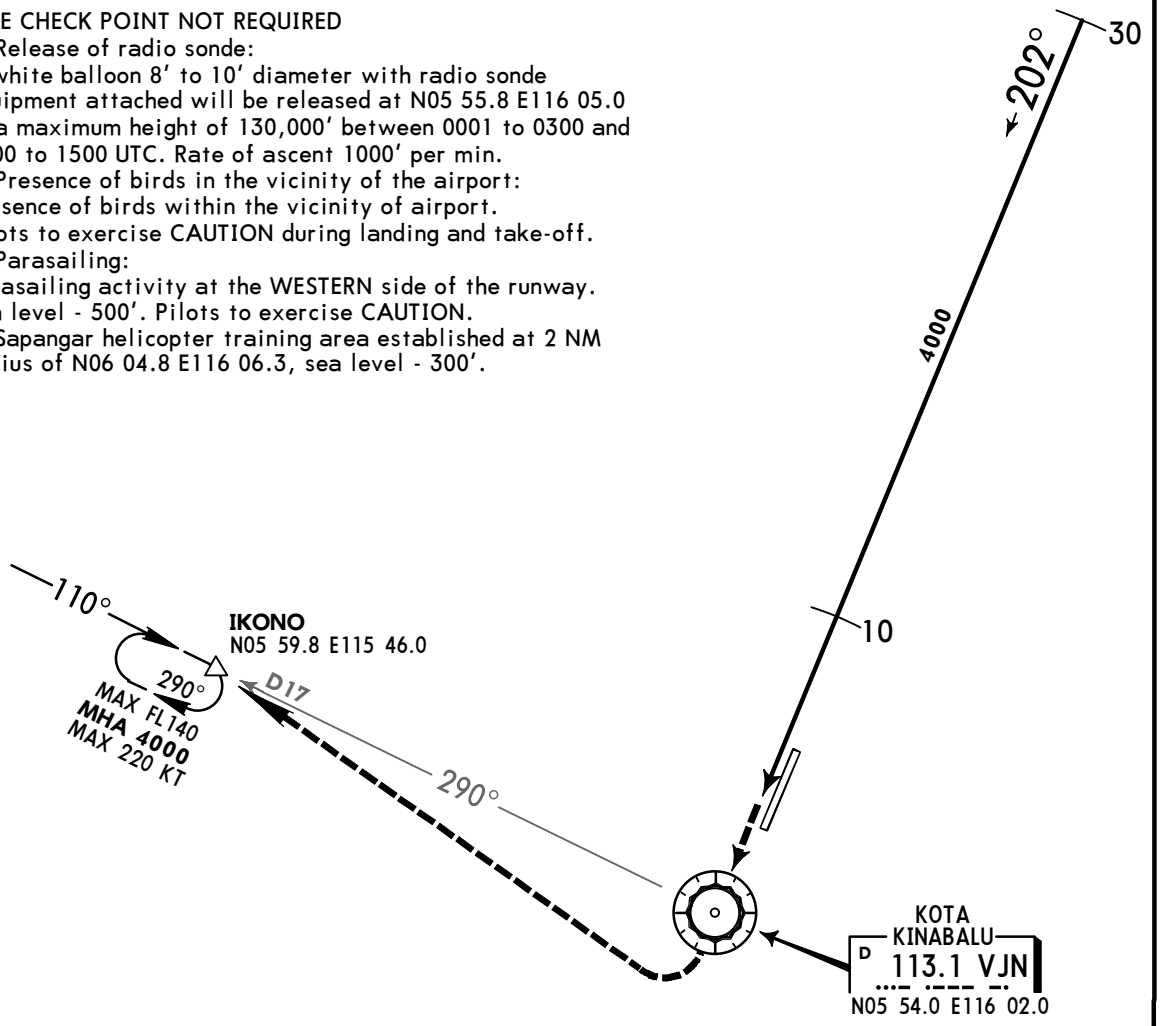
Trans level: FL130
Trans alt: 11000′ (10982′)

VOR 113.1 VJN

Apt. Elev 18′

DME CHECK POINT NOT REQUIRED
1. Release of radio sonde:
A white balloon 8′ to 10′ diameter with radio sonde equipment attached will be released at N05 55.8 E116 05.0 to a maximum height of 130,000′ between 0001 to 0300 and 1200 to 1500 UTC. Rate of ascent 1000′ per min.
2. Presence of birds in the vicinity of the airport:
Presence of birds within the vicinity of airport.
Pilots to exercise CAUTION during landing and take-off.
3. Parasailing:
Parasailing activity at the WESTERN side of the runway.
Sea level - 500′. Pilots to exercise CAUTION.
4. Sapangar helicopter training area established at 2 NM radius of N06 04.8 E116 06.3, sea level - 300′.

NOT TO SCALE



10 DME	30 DME	AFTER PASSING:
2200′	3000′	DESCEND TO:

MISSED APPROACH: Climb 202° to VJN, turn RIGHT and track to IKONO hold, climb to 4000′ or as directed by ATC.

PANS OPS

CHANGES: VJN VOR name.

KOTA KINABALU, MALAYSIA

KOTA KINABALU

271° to VJN VOR

ATIS 127.4
KINABALU Radar (APP) 119.1
KINABALU Tower 118.3
Ground 121.6

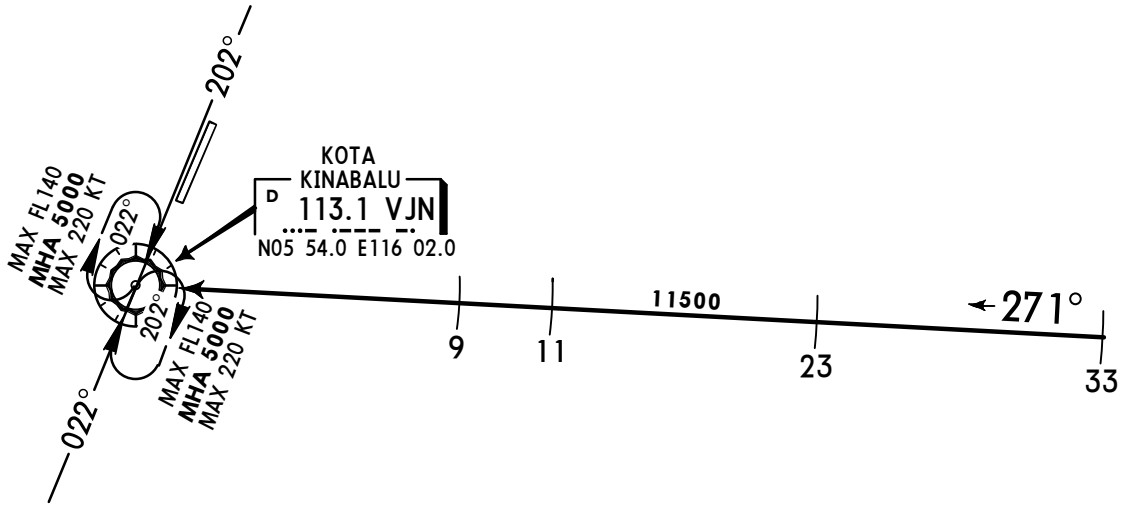
Alt Set: hPa
Apt Elev: 0 hPa

Trans level: FL130
Trans alt: 11000′ (10982′)

VOR 113.1 VJN
Apt. Elev 18′

DME CHECK POINT NOT REQUIRED
1. Release of radio sonde:
A white balloon 8′ to 10′ diameter with radio sonde equipment attached will be released at N05 55.8 E116 05.0 to a maximum height of 130,000′ between 0001 to 0300 and 1200 to 1500 UTC. Rate of ascent 1000′ per min.
2. Presence of birds in the vicinity of the airport:
Presence of birds within the vicinity of airport.
Pilots to exercise CAUTION during landing and take-off.
3. Parasailing:
Parasailing activity at the WESTERN side of the runway.
Sea level - 500′. Pilots to exercise CAUTION.
4. Sapangar helicopter training area established at 2 NM radius of N06 04.8 E116 06.3, sea level - 300′.

NOT TO SCALE



9 DME	11 DME	23 DME	33 DME	AFTER PASSING:
5000′	6000′	8500′	11500′	DESCEND TO:

Continue to overhead VOR DME hold.
Make VOR DME approach or as directed by ATC.

PANS OPS

CHANGES: VJN VOR name.

KOTA KINABALU, MALAYSIA

KOTA KINABALU

349° to VJN VOR

ATIS 127.4
KINABALU Radar (APP) 119.1
KINABALU Tower 118.3
Ground 121.6

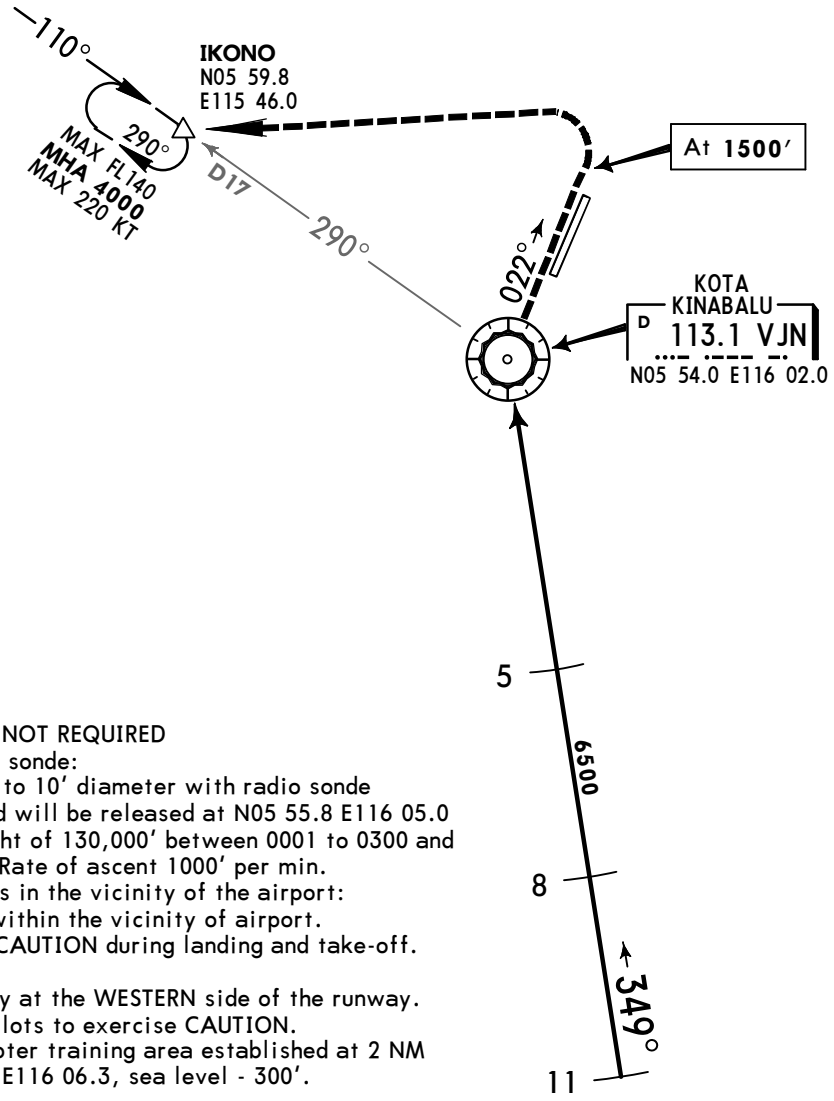
Alt Set: hPa
Apt Elev: 0 hPa

Trans level: FL130
Trans alt: 11000′ (10982′)

VOR 113.1 VJN

Apt. Elev 18′

NOT TO SCALE



DME CHECK POINT NOT REQUIRED
1. Release of radio sonde:
A white balloon 8′ to 10′ diameter with radio sonde equipment attached will be released at N05 55.8 E116 05.0 to a maximum height of 130,000′ between 0001 to 0300 and 1200 to 1500 UTC. Rate of ascent 1000′ per min.
2. Presence of birds in the vicinity of the airport:
Presence of birds within the vicinity of airport.
Pilots to exercise CAUTION during landing and take-off.
3. Parasailing:
Parasailing activity at the WESTERN side of the runway.
Sea level - 500′. Pilots to exercise CAUTION.
4. Sapangar helicopter training area established at 2 NM radius of N06 04.8 E116 06.3, sea level - 300′.

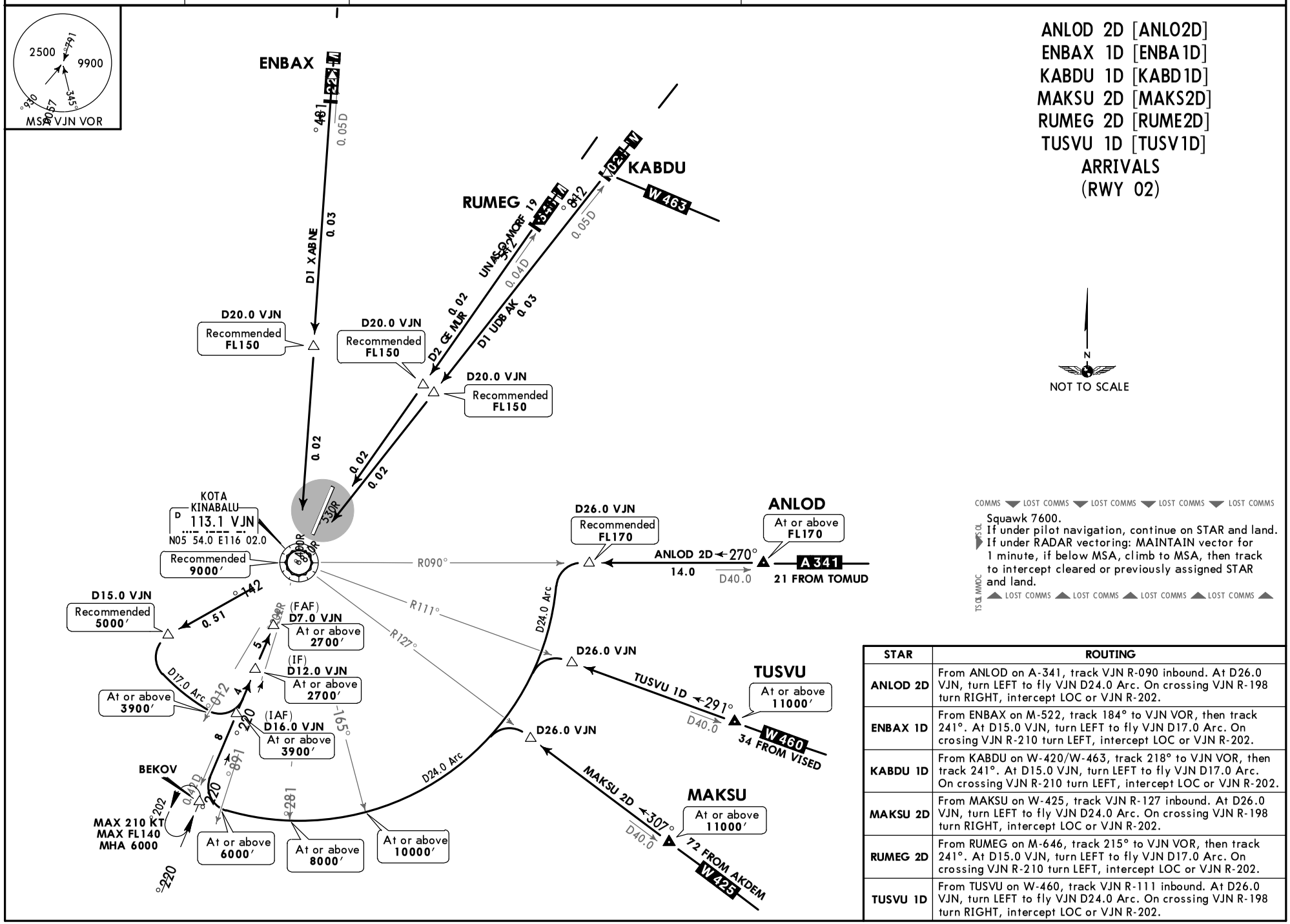
5 DME	8 DME	11 DME	AFTER PASSING:
3000′	5000′	6000′	DESCEND TO:

MISSED APPROACH: Climb 022° to 1500′, turn LEFT and track to IKONO hold, climb to 4000′ or as directed by ATC.

PANS OPS

CHANGES: VJN VOR name.

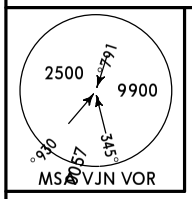
ATIS	Apt Elev	Alt Set: hPa	Trans level: FL130	Trans alt: 11000′	
127.4	14′				1. VJN VOR/DME required. 2. Bank angle: 25° or 3°/sec.



STAR	ROUTING
ANLOD 2D	From ANLOD on A-341, track VJN R-090 inbound. At D26.0 VJN, turn LEFT to fly VJN D24.0 Arc. On crossing VJN R-198 turn RIGHT, intercept LOC or VJN R-202.
ENBAX 1D	From ENBAX on M-522, track 184° to VJN VOR, then track 241°. At D15.0 VJN, turn LEFT to fly VJN D17.0 Arc. On crosing VJN R-210 turn LEFT, intercept LOC or VJN R-202.
KABDU 1D	From KABDU on W-420/W-463, track 218° to VJN VOR, then track 241°. At D15.0 VJN, turn LEFT to fly VJN D17.0 Arc. On crossing VJN R-210 turn LEFT, intercept LOC or VJN R-202.
MAKSU 2D	From MAKSU on W-425, track VJN R-127 inbound. At D26.0 VJN, turn LEFT to fly VJN D24.0 Arc. On crossing VJN R-198 turn RIGHT, intercept LOC or VJN R-202.
RUMEG 2D	From RUMEG on M-646, track 215° to VJN VOR, then track 241°. At D15.0 VJN, turn LEFT to fly VJN D17.0 Arc. On crossing VJN R-210 turn LEFT, intercept LOC or VJN R-202.
TUSVU 1D	From TUSVU on W-460, track VJN R-111 inbound. At D26.0 VJN, turn LEFT to fly VJN D24.0 Arc. On crossing VJN R-198 turn RIGHT, intercept LOC or VJN R-202.

CHANGES: None.

ATIS	Apt Elev	Alt Set: hPa	Trans level: FL130	Trans alt: 11000′	
127.4	14′				1. VJN VOR/DME required. 2. Bank angle: 25° or 3°/sec.



ADLEX 1D [ADLE1D]
DULIM 2D [DULI2D]
EGENU 2D [EGEN2D]
ELADO 2D [ELAD2D]
OREKO 1D [OREK1D]
PIMEP 2D [PIME2D]
SUKUS 1D [SUKU1D]
ARRIVALS
(RWY 02)

MAX 220 KT
MAX FL140
MHA 4000
IKONO
D17.0
R290°
R272°
KOTA KINABALU
D 113.1 VJN
N05 54.0 E116 02.0
GOKIS
D19.0 VJN
Recommended
6500′
ADLEX
Recommended
FL140
Y 446
092°
D47.0
ADLEX 1D
28.0
EGENU
Recommended
FL130
D2 UNEGE
0.12
0.04D
MAX 220 KT
MAX FL140
MHA 4000
D17.0 Arc
(FAF)
D7.0 VJN
At or above
2700′
(IF)
D12.0 VJN
At or above
2700′
(IAF)
D16.0 VJN
At or above
3900′
D20.0 VJN
At or above
4000′
D20.0
VJN
At or above
4000′
SUKUS
Recommended
10000′
D1 SUKUS
0.02
D2 MLUD
0.02
D1 OKERO
0.02
D2 PEMP
0.02
DULIM
Recommended
10000′
OREKO
Recommended
10000′
PIMEP
Recommended
10000′
MAX 210 KT
MAX FL140
MHA 6000
BEKOV
(VJN R-202/D24.0)
At or above
6000′
D30.0 VJN
At or above
7500′
D35.0 VJN
[VJN35]
D2 ODALE
0.04D
ELADO
Recommended
10000′
NOT TO SCALE

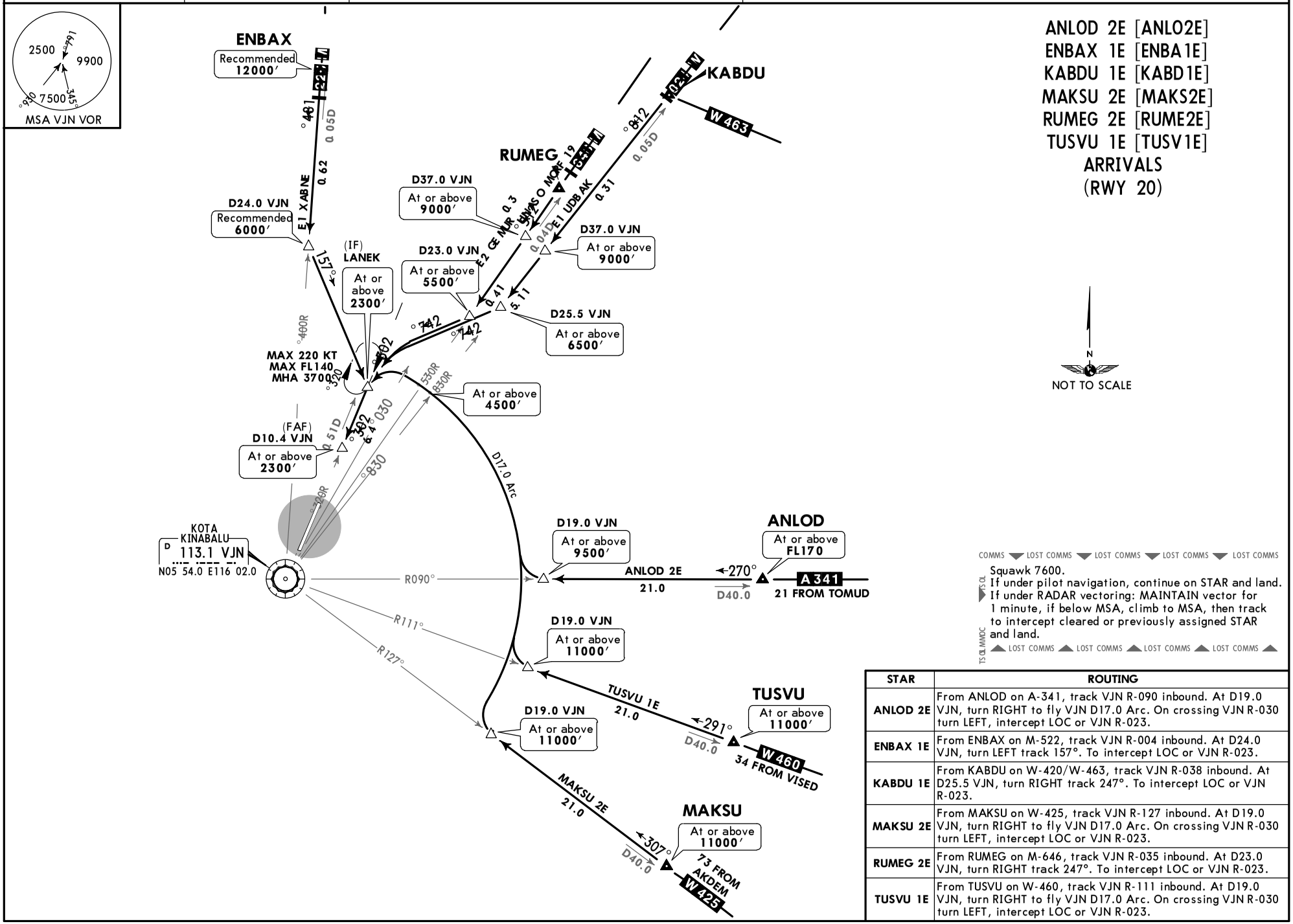
COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
Squawk 7600.
If under pilot navigation, continue on STAR and land.
If under RADAR vectoring: MAINTAIN vector for 1 minute, if below MSA, climb to MSA, then track to intercept cleared or previously assigned STAR and land.
▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

STAR	ROUTING
ADLEX 1D	From ADLEX on Y-446, track VJN R-272 inbound. Then turn RIGHT via VJN D17.0 Arc. On crossing VJN R-210 turn LEFT, intercept LOC or VJN R-202.
DULIM 2D	From DULIM on M-646, track VJN R-228 inbound. Then turn RIGHT via VJN D17.0 Arc. On crossing VJN R-210 turn LEFT, intercept LOC or VJN R-202.
EGENU 2D	From EGENU on M-758, track VJN R-257 inbound. Then turn RIGHT via VJN D17.0 Arc. On crossing VJN R-210 turn LEFT, intercept LOC or VJN R-202.
ELADO 2D	From ELADO on M-522, track VJN R-188 inbound. At D35.0 VJN, turn LEFT track 338°. On crossing VJN R-200 turn RIGHT, intercept LOC or VJN R-202.
OREKO 1D	From OREKO on W-451, track VJN R-223 inbound. Then turn RIGHT via VJN D17.0 Arc. On crossing VJN R-210 turn LEFT, intercept LOC or VJN R-202.
PIMEP 2D	From PIMEP on P-648, track VJN R-218 inbound. Then turn RIGHT via VJN D17.0 Arc. On crossing VJN R-210 turn LEFT, intercept LOC or VJN R-202.
SUKUS 1D	From SUKUS on G-460, track VJN R-232 inbound. Then turn RIGHT via VJN D17.0 Arc. On crossing VJN R-210 turn LEFT, intercept LOC or VJN R-202.

CHANGES: Database ident added at D35.0 VJN waypoint.

ATIS	Apt Elev	Alt Set: hPa	Trans level: FL130	Trans alt: 11000′
127.4	14′			

1. VJN VOR/DME required.
2. Bank angle: 25° or 3°/sec.
3. KABDU 1E, RUMEG 2E: Recommended descent altitudes computed for approx. 6.2% gradient.

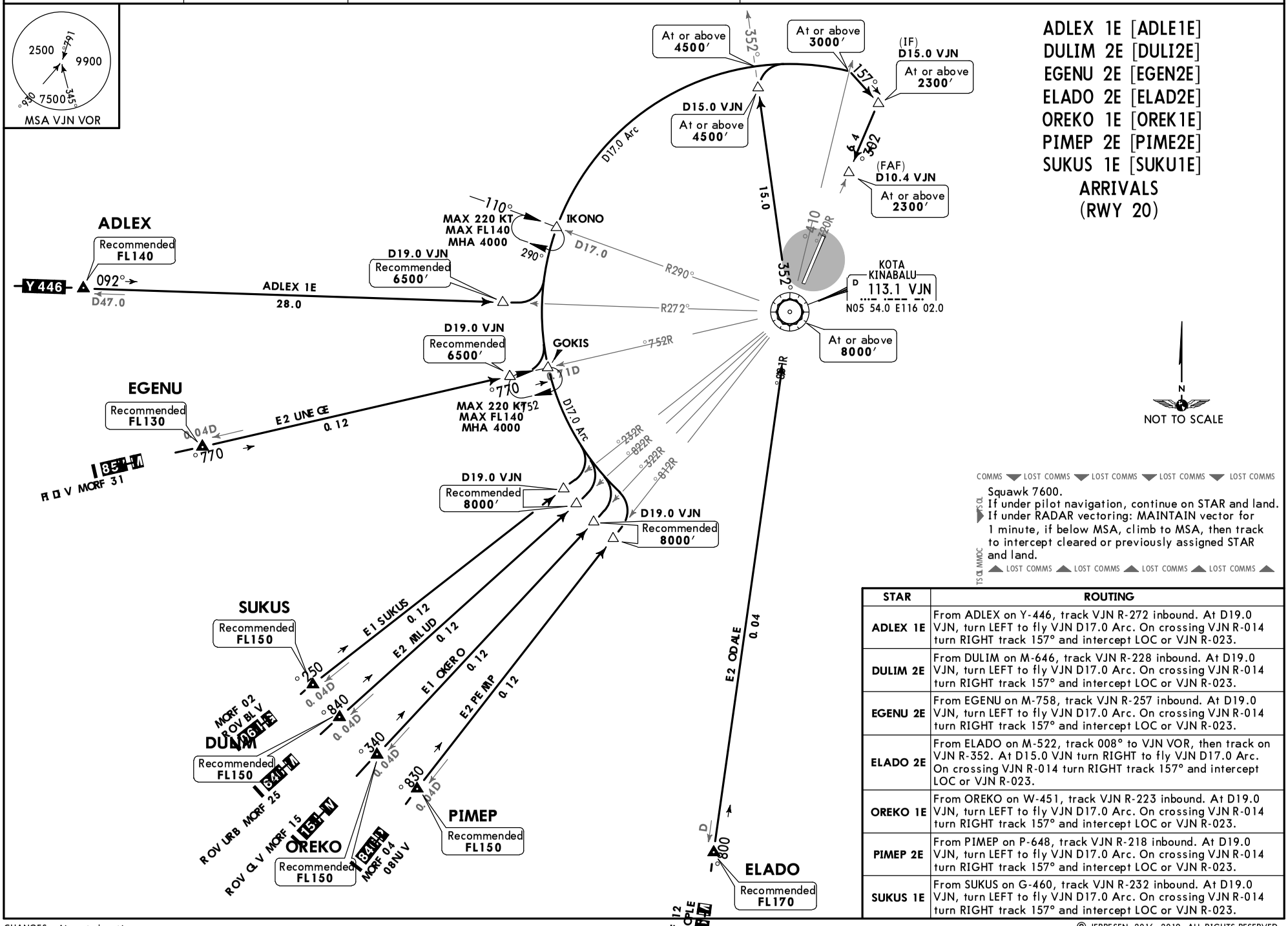


STAR	ROUTING
ANLOD 2E	From ANLOD on A-341, track VJN R-090 inbound. At D19.0 VJN, turn RIGHT to fly VJN D17.0 Arc. On crossing VJN R-030 turn LEFT, intercept LOC or VJN R-023.
ENBAX 1E	From ENBAX on M-522, track VJN R-004 inbound. At D24.0 VJN, turn LEFT track 157°. To intercept LOC or VJN R-023.
KABDU 1E	From KABDU on W-420/W-463, track VJN R-038 inbound. At D25.5 VJN, turn RIGHT track 247°. To intercept LOC or VJN R-023.
MAKSU 2E	From MAKSU on W-425, track VJN R-127 inbound. At D19.0 VJN, turn RIGHT to fly VJN D17.0 Arc. On crossing VJN R-030 turn LEFT, intercept LOC or VJN R-023.
RUMEG 2E	From RUMEG on M-646, track VJN R-035 inbound. At D23.0 VJN, turn RIGHT track 247°. To intercept LOC or VJN R-023.
TUSVU 1E	From TUSVU on W-460, track VJN R-111 inbound. At D19.0 VJN, turn RIGHT to fly VJN D17.0 Arc. On crossing VJN R-030 turn LEFT, intercept LOC or VJN R-023.

CHANGES: Altitude restrictions changed from FL120 to 11000′ for MAKSU & D19.0 VJN on VJN R-127, airport elevation.

ATIS	Apt Elev	Alt Set: hPa	Trans level: FL130	Trans alt: 11000′
127.4	14′			

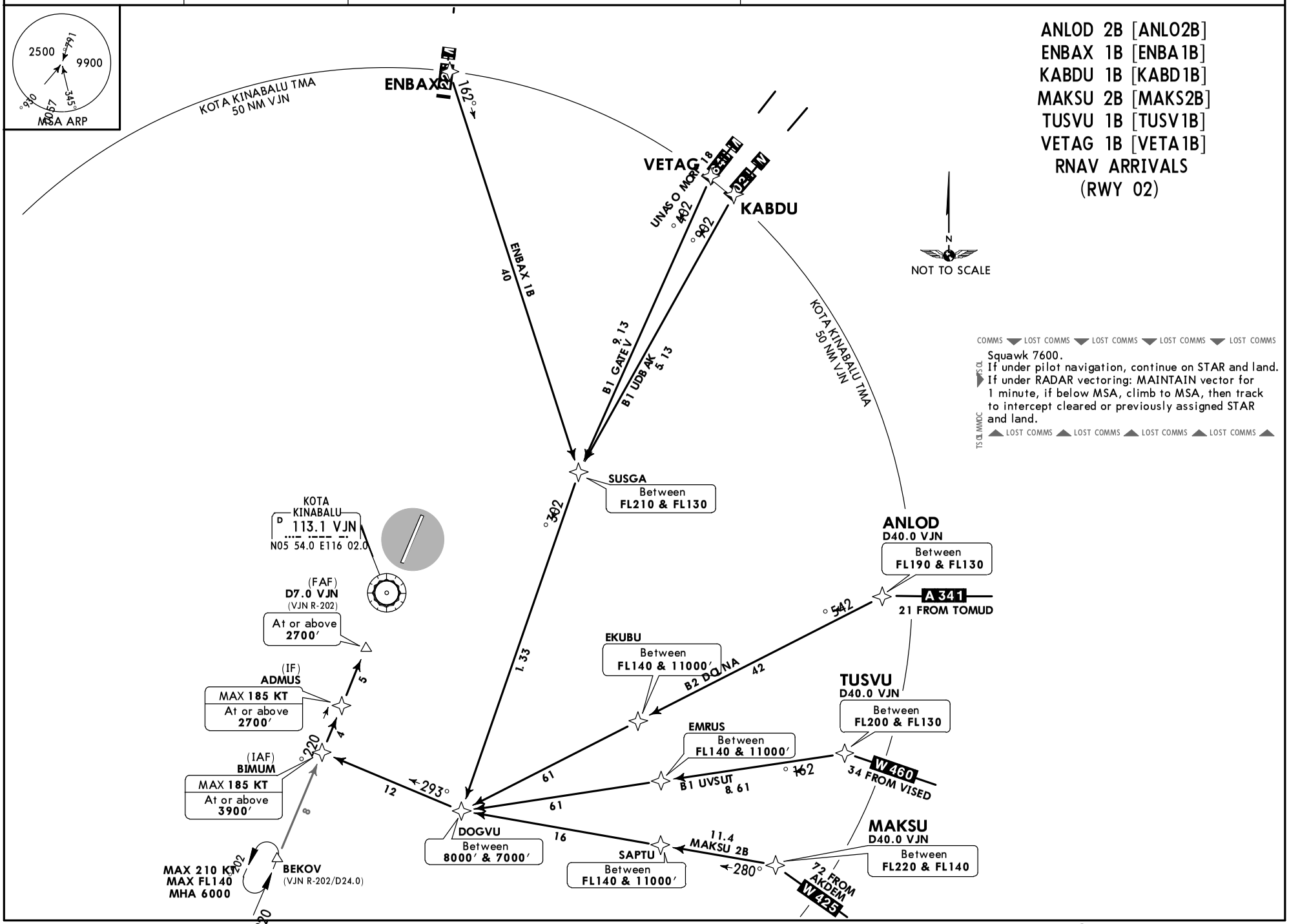
1. VJN VOR/DME required.
2. Bank angle: 25° or 3°/sec.



STAR	ROUTING
ADLEX 1E	From ADLEX on Y-446, track VJN R-272 inbound. At D19.0 VJN, turn LEFT to fly VJN D17.0 Arc. On crossing VJN R-014 turn RIGHT track 157° and intercept LOC or VJN R-023.
DULIM 2E	From DULIM on M-646, track VJN R-228 inbound. At D19.0 VJN, turn LEFT to fly VJN D17.0 Arc. On crossing VJN R-014 turn RIGHT track 157° and intercept LOC or VJN R-023.
EGENU 2E	From EGENU on M-758, track VJN R-257 inbound. At D19.0 VJN, turn LEFT to fly VJN D17.0 Arc. On crossing VJN R-014 turn RIGHT track 157° and intercept LOC or VJN R-023.
ELADO 2E	From ELADO on M-522, track 008° to VJN VOR, then track on VJN R-352. At D15.0 VJN turn RIGHT to fly VJN D17.0 Arc. On crossing VJN R-014 turn RIGHT track 157° and intercept LOC or VJN R-023.
OREKO 1E	From OREKO on W-451, track VJN R-223 inbound. At D19.0 VJN, turn LEFT to fly VJN D17.0 Arc. On crossing VJN R-014 turn RIGHT track 157° and intercept LOC or VJN R-023.
PIMEP 2E	From PIMEP on P-648, track VJN R-218 inbound. At D19.0 VJN, turn LEFT to fly VJN D17.0 Arc. On crossing VJN R-014 turn RIGHT track 157° and intercept LOC or VJN R-023.
SUKUS 1E	From SUKUS on G-460, track VJN R-232 inbound. At D19.0 VJN, turn LEFT to fly VJN D17.0 Arc. On crossing VJN R-014 turn RIGHT track 157° and intercept LOC or VJN R-023.

CHANGES: Airport elevation.

ATIS	Apt Elev	Alt Set: hPa Trans level: FL130 Trans alt: 11000′	1. RNAV 1 2. Descent information: Window provided for descent profile catering for Continuous Descent Operations (CDO) till IF. 3. Bank angle 25° or 3°/sec.
127.4	14′		



CHANGES: Altitude restrictions at MAKSU, SUGSA and TUSVU, airport elevation.

ATIS	Apt Elev	Alt Set: hPa Trans level: FL130 Trans alt: 11000′	
127.4	14′		1. RNAV 1 2. Descent information: Window provided for descent profile catering for Continuous Descent Operations (CDO) till IF. 3. Bank angle 25° or 3°/sec.

MSA ARP
2500 9900

ADLEX 1B [ADLE1B]
DULIM 2B [DULI2B]
EGENU 2B [EGEN2B]
ELADO 2C [ELAD2C]
ENBAX 1C [ENBA1C]
KABDU 1C [KABD1C]
OREKO 1B [OREK1B]
PIMEP 2B [PIME2B]
SUKUS 1B [SUKU1B]
VETAG 1C [VETA1C]
RNAV ARRIVALS
(RWY 02)

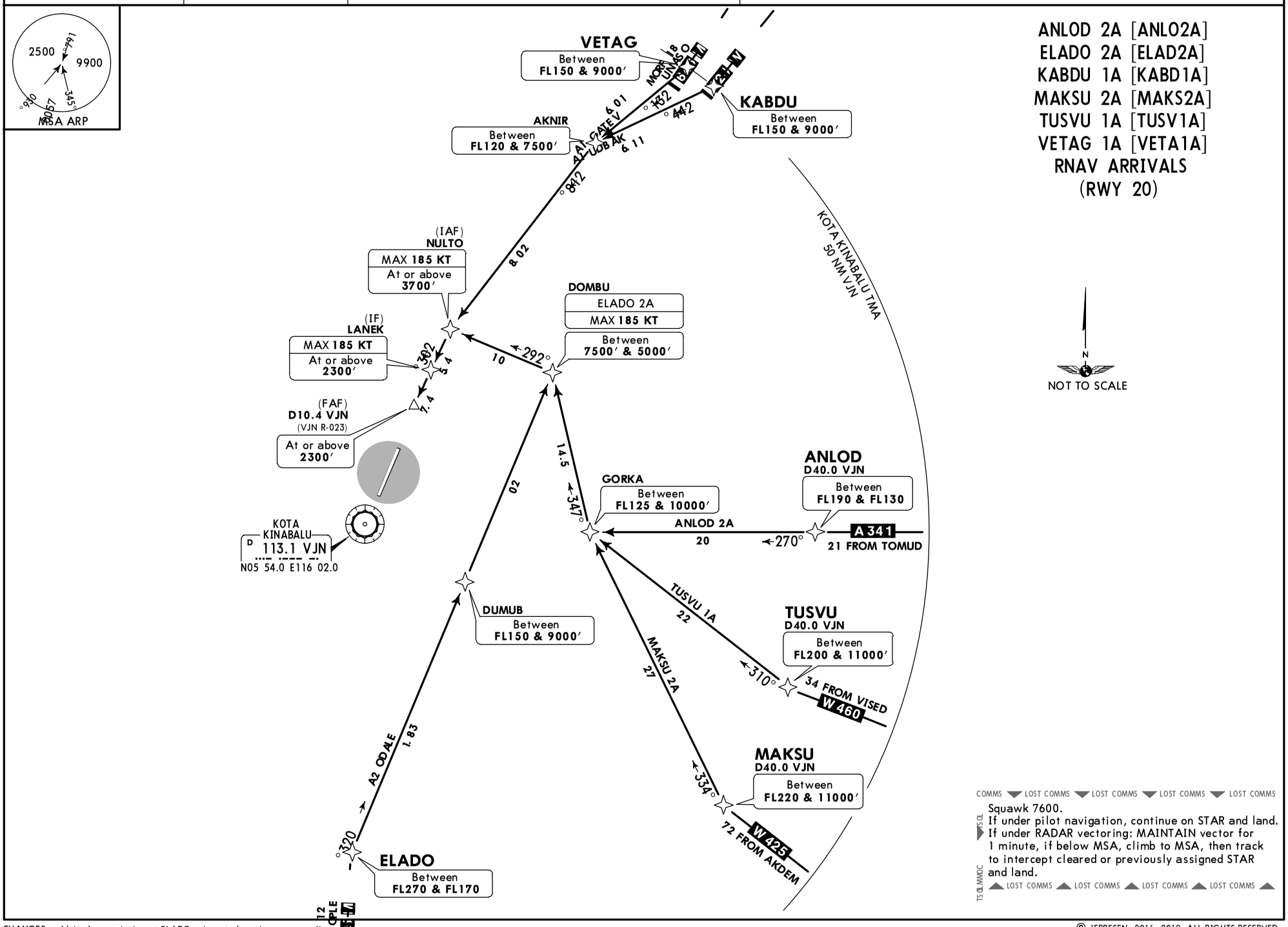
KOTA KINABALU TMA
50 NM VJN

ENBAX
VETAG
KABDU
OKVUG
Between FL170 & 9000′
C1 XABNE
C1 GATEV 6.01
C1 LUDBAK
C1 AKNIR 6.11
D40.0 VJN
ADLEX
Between FL180 & 12000′
Y 446
ADLEX 1B
37.2
EGENU
D40.0 VJN
Between FL150 & 10000′
LULPO
At or above 4000′
KOTA KINABALU
113.1 VJN
N05 54.0 E116 02.0
D7.0 VJN
(VJN R-202)
MAX 185 KT
At or above 2700′
ADMUS
MAX 185 KT
At or above 2700′
BIMUM
At or above 3900′
LUKVA
Between 8000′ & 5500′
SUKUS
D40.0 VJN
Between FL140 & 9000′
BEKOV
(VJN R-202/D24.0)
OSRAM
Between 8000′ & 7000′
DULIM
D40.0 VJN
Between FL140 & 9000′
PIMEP
D40.0 VJN
Between FL130 & 8500′
MAX 210 KT
MAX FL140
MHA 6000
OREKO
D40.0 VJN
Between FL130 & 8500′
ELADO
D40.0 VJN
Between FL130 & 8500′
ELADO 2C
1 DULIM 2B
2 OREKO 1B
3 52 FROM BRU VOR
4 51 FROM VLG VOR
NOT TO SCALE

COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS
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.
LOST COMMS LOST COMMS LOST COMMS LOST COMMS

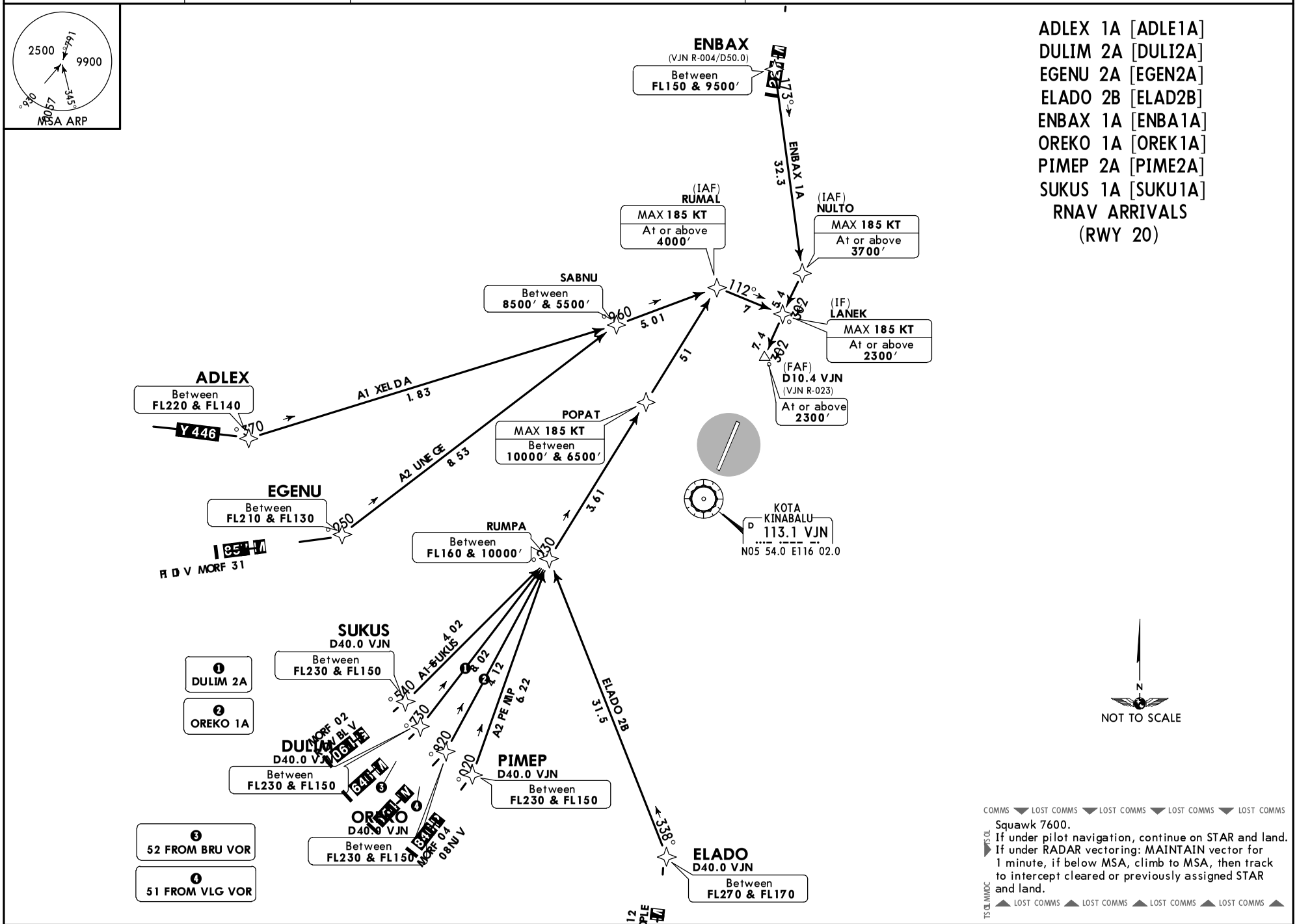
CHANGES: Airport elevation.

ATIS	Apt Elev	Alt Set: hPa Trans level: FL130 Trans alt: 11000′	1. RNAV 1 2. Descent information: Window provided for descent profile catering for Continuous Descent Operations (CDO) till IF. 3. Bank angle 25° or 3°/sec.
127.4	14′		



CHANGES: Altitude restriction at ELADO, airport elevation.

ATIS	Apt Elev	Alt Set: hPa Trans level: FL130 Trans alt: 11000′	1. RNAV 1 2. Descent information: Window provided for descent profile catering for Continuous Descent Operations (CDO) till IF. 3. Bank angle 25° or 3°/sec.
127.4	14′		

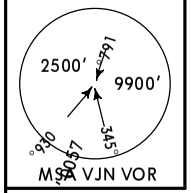


CHANGES: Airport elevation.

Apt Elev
18′

Trans level: FL130 Trans alt: 11000′

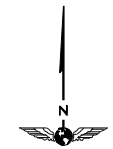
1. **VJN VOR/DME required.**
2. Unless specified by tower, all IFR departures to contact KINABALU RADAR 119.1 after airborne.
3. Bank angle - 15° achieved.

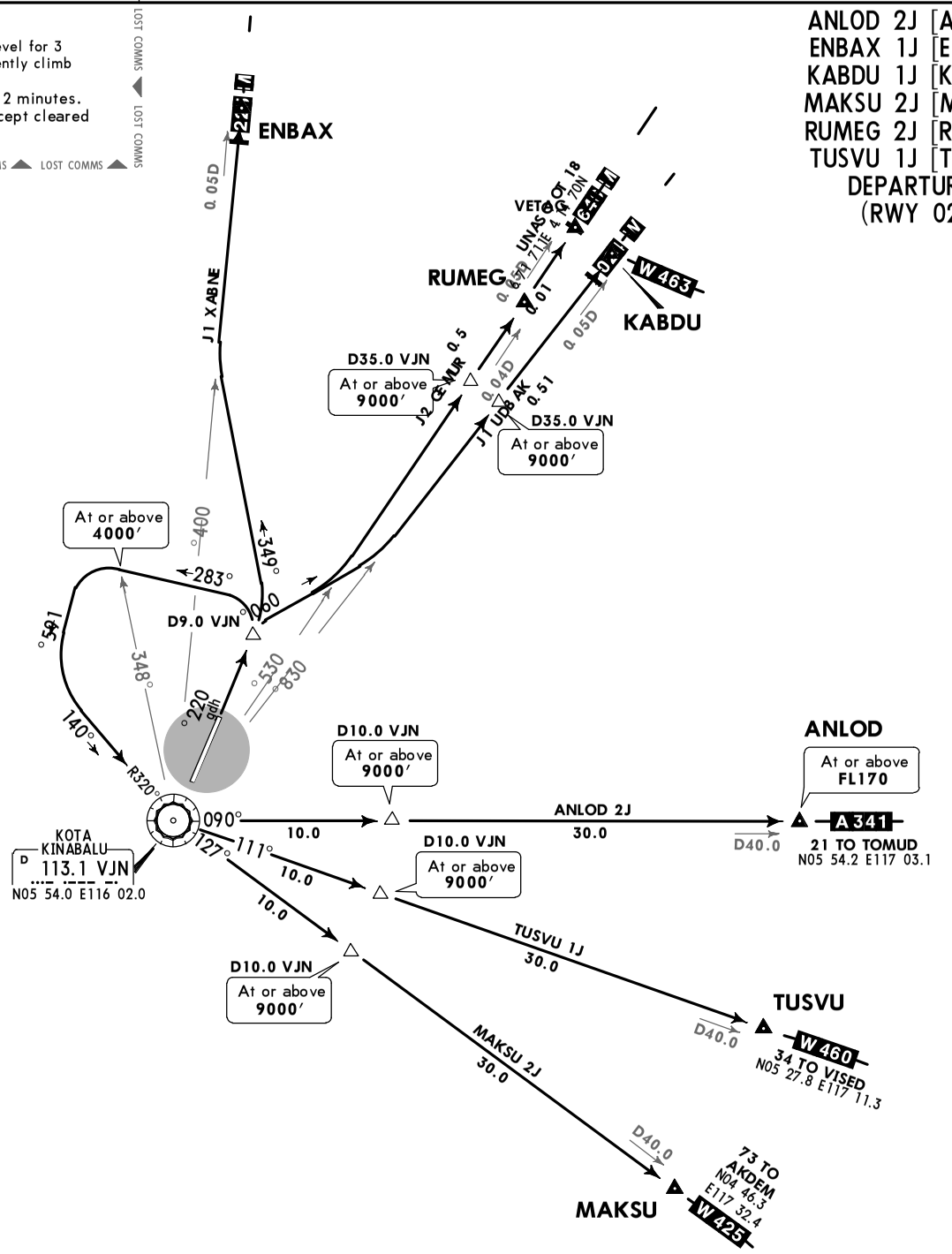


Squawk 7600.
If under pilot navigation, MAINTAIN last assigned level for 3 minutes, if no onward clearance is received subsequently climb to comply with SID.
If under RADAR vectoring, MAINTAIN vector for 2 minutes.
If below MSA, climb to MSA, then track to intercept cleared or previously assigned SID to destination.

TS GLMMDC ◀ LOST COMMS ◀ LOST COMMS ◀ LOST COMMS ◀ LOST COMMS ◀ LOST COMMS ▶ TS GLMMDC

ANLOD 2J [ANLO2J]
ENBAX 1J [ENBA1J]
KABDU 1J [KABD1J]
MAKSU 2J [MAKS2J]
RUMEG 2J [RUME2J]
TUSVU 1J [TUSV1J]
DEPARTURES
(RWY 02)





These SIDs require minimum climb gradients of:
ANLOD 2J, MAKSU 2J, TUSVU 1J: 5.0% to 4000′.
ENBAX 1J: 5.5% to D9.0 VJN.
KABDU 1J, RUMEG 2J: 5.5% until passing 9000′ by D35.0 VJN.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
5.5% V/V (fpm)	418	557	835	1114	1392	1671

INITIAL CLIMB

Climb on heading 022°. At D9.0 VJN, execute specified turn to follow assigned SID.

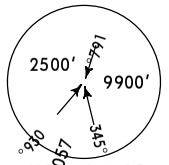
SID	ROUTING
ANLOD 2J	At D9.0 VJN turn LEFT track 283°. On crossing VJN R-348 turn LEFT track 195° to intercept VJN R-320 to VJN VOR. Then track on VJN R-090 to ANLOD. Cross FL170 by D40.0 VJN.
ENBAX 1J	At D9.0 VJN turn LEFT track 349° and intercept VJN R-004 to ENBAX.
KABDU 1J	At D9.0 VJN turn RIGHT track 060° and intercept VJN R-038 to KABDU.
MAKSU 2J	At D9.0 VJN turn LEFT track 283°. On crossing VJN R-348 turn LEFT track 195° to intercept VJN R-320 to VJN VOR. Then track on VJN R-127 to MAKSU for W-425.
RUMEG 2J	At D9.0 VJN turn RIGHT track 060° and intercept VJN R-035 to RUMEG.
TUSVU 1J	At D9.0 VJN turn LEFT track 283°. On crossing VJN R-348 turn LEFT track 195° to intercept VJN R-320 to VJN VOR. Then track on VJN R-111 to TUSVU.

CHANGES: None.

Apt Elev
18′

Trans level: FL130 Trans alt: 11000′

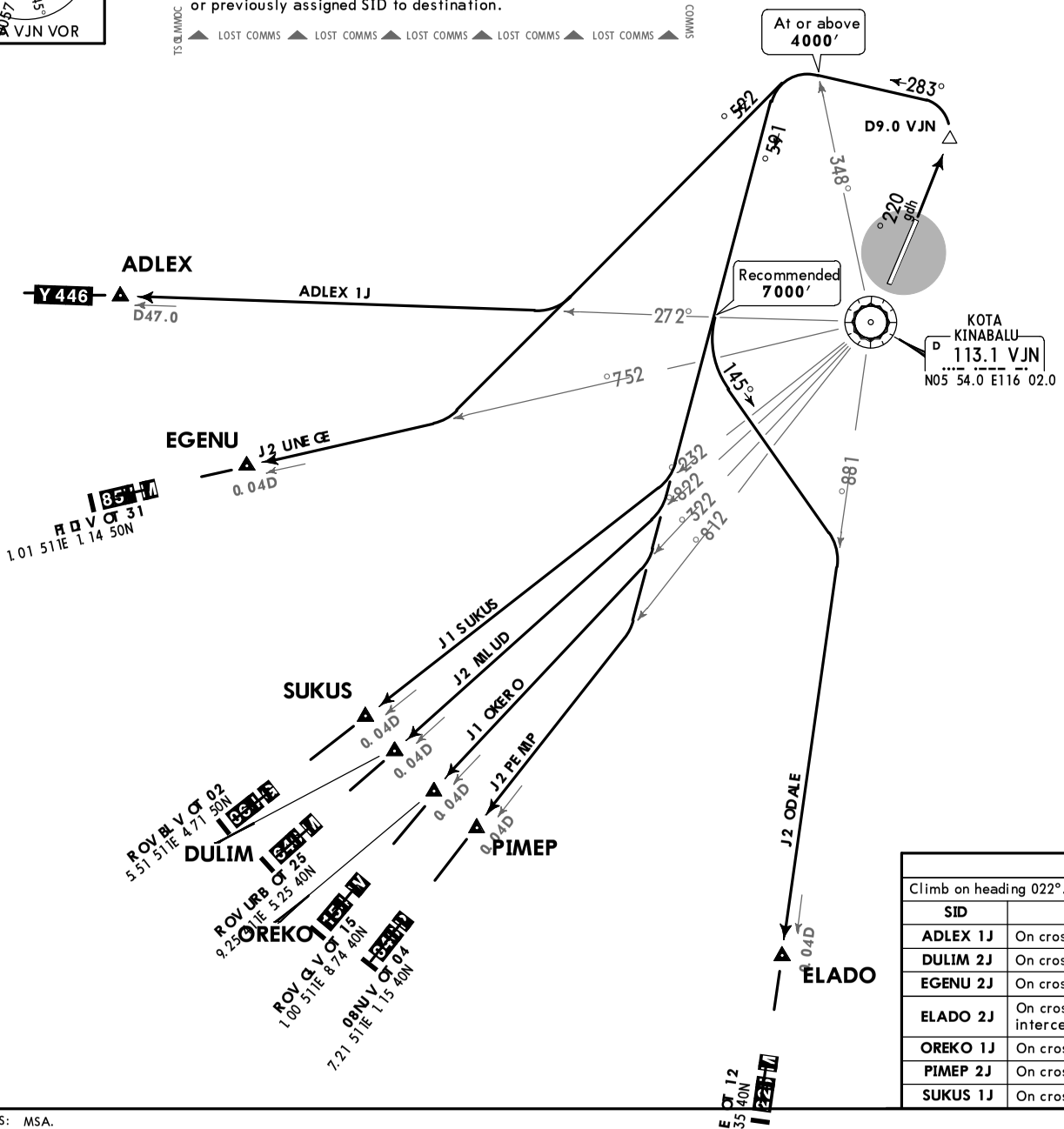
1. VJN VOR/DME required.
2. Unless specified by tower, all IFR departures to contact KINABALU RADAR 119.1 after airborne.
3. Bank angle - 15° achieved.



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.

TS&LMMOC LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS TS&LMMOC LOST COMMS

ADLEX 1J [ADLE1J]
DULIM 2J [DULI2J]
EGENU 2J [EGEN2J]
ELADO 2J [ELAD2J]
OREKO 1J [OREK1J]
PIMEP 2J [PIME2J]
SUKUS 1J [SUKU1J]
DEPARTURES
(RWY 02)



These SIDs require a minimum climb gradient of:
5.0% until passing VJN R-348.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

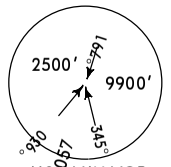
INITIAL CLIMB	
Climb on heading 022°. At D9.0 VJN, turn LEFT, track 283° and follow assigned SID.	
SID	**ROUTING**
ADLEX 1J	On crossing VJN R-348 turn LEFT track 225° and intercept VJN R-272 to ADLEX.
DULIM 2J	On crossing VJN R-348 turn LEFT track 195° and intercept VJN R-228 to DULIM.
EGENU 2J	On crossing VJN R-348 turn LEFT track 225° and intercept VJN R-257 to EGENU.
ELADO 2J	On crossing VJN R-348 turn LEFT track 195°. On crossing VJN R-272 turn LEFT and intercept VJN R-188 to ELADO.
OREKO 1J	On crossing VJN R-348 turn LEFT track 195° and intercept VJN R-223 to OREKO.
PIMEP 2J	On crossing VJN R-348 turn LEFT track 195° and intercept VJN R-218 to PIMEP.
SUKUS 1J	On crossing VJN R-348 turn LEFT track 195° and intercept VJN R-232 to SUKUS.

CHANGES: MSA.

Apt Elev
18′

Trans level: FL130 Trans alt: 11000′

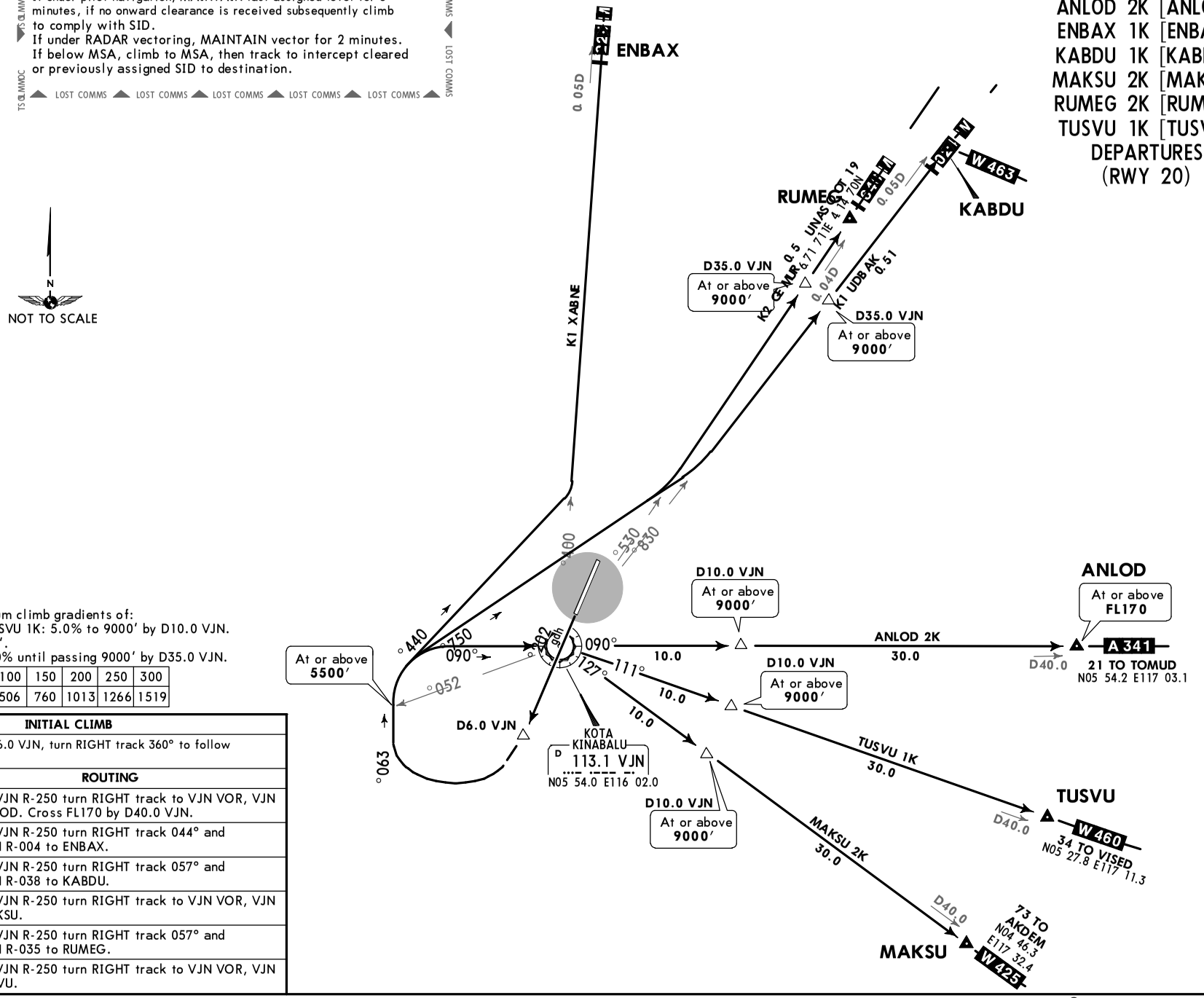
1. VJN VOR/DME required.
2. Unless specified by tower, all IFR departures to contact KINABALU RADAR 119.1 after airborne.
3. Bank angle - 15° achieved.



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.

TS GLIMMDOC ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ TS GLIMMDOC

ANLOD 2K [ANLO2K]
ENBAX 1K [ENBA1K]
KABDU 1K [KABD1K]
MAKSU 2K [MAKS2K]
RUMEG 2K [RUME2K]
TUSVU 1K [TUSV1K]
DEPARTURES
(RWY 20)



These SIDs require minimum climb gradients of:
ANLOD 2K, MAKSU 2K, TUSVU 1K: 5.0% to 9000′ by D10.0 VJN.
ENBAX 1K: 5.0% to 11000′.
KABDU 1K, RUMEG 2K: 5.0% until passing 9000′ by D35.0 VJN.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

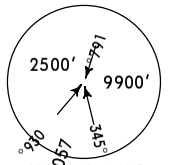
INITIAL CLIMB	
Climb on heading 202°. At D6.0 VJN, turn RIGHT track 360° to follow assigned SID.	
SID	**ROUTING**
ANLOD 2K	On crossing VJN R-250 turn RIGHT track to VJN VOR, VJN R-090 to ANLOD. Cross FL170 by D40.0 VJN.
ENBAX 1K	On crossing VJN R-250 turn RIGHT track 044° and intercept VJN R-004 to ENBAX.
KABDU 1K	On crossing VJN R-250 turn RIGHT track 057° and intercept VJN R-038 to KABDU.
MAKSU 2K	On crossing VJN R-250 turn RIGHT track to VJN VOR, VJN R-127 to MAKSU.
RUMEG 2K	On crossing VJN R-250 turn RIGHT track 057° and intercept VJN R-035 to RUMEG.
TUSVU 1K	On crossing VJN R-250 turn RIGHT track to VJN VOR, VJN R-111 to TUSVU.

CHANGES: None.

Apt Elev
18′

Trans level: FL130 Trans alt: 11000′

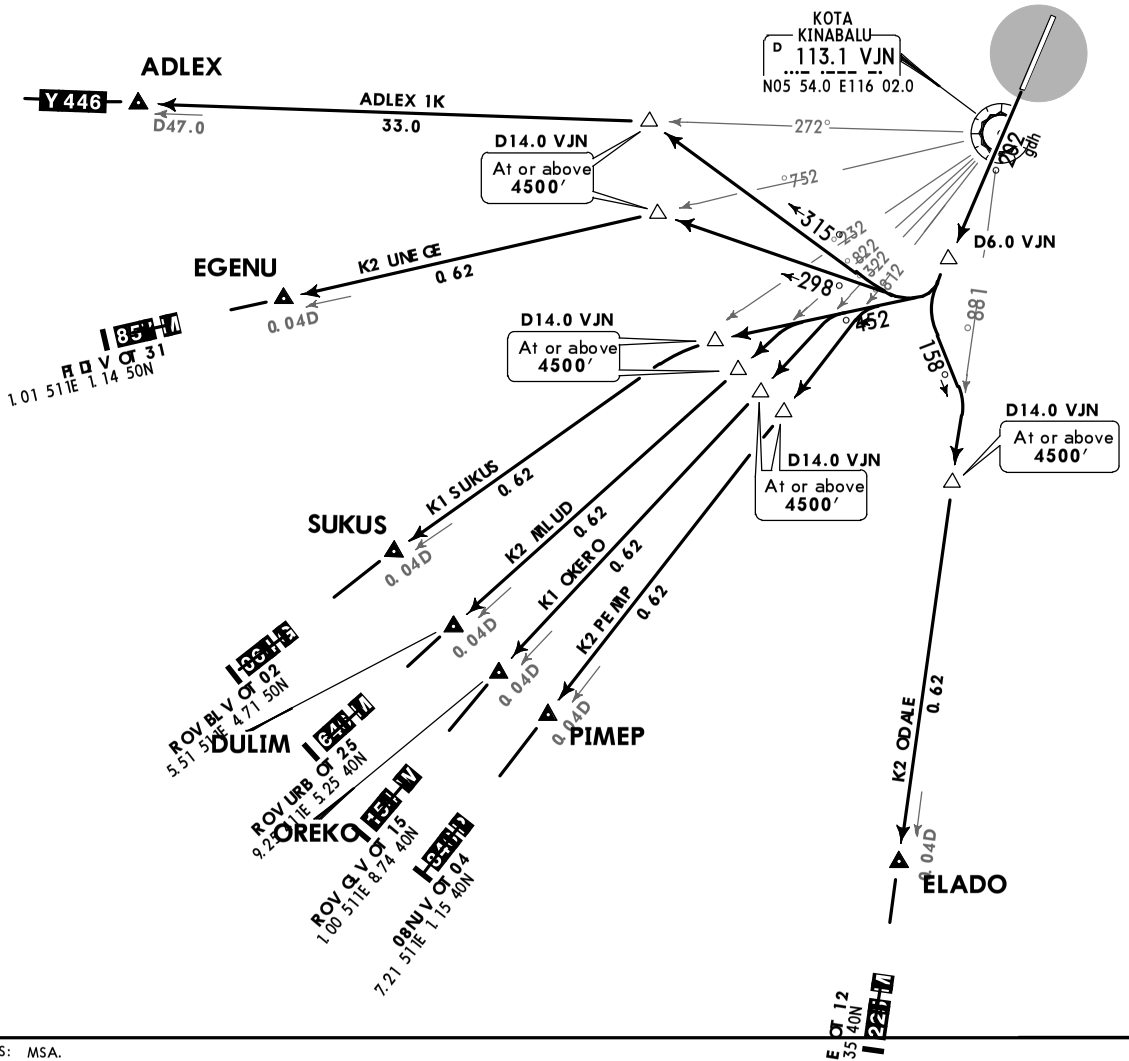
1. VJN VOR/DME required.
2. Unless specified by tower, all IFR departures to contact KINABALU RADAR 119.1 after airborne.
3. Bank angle - 15° achieved.



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.

TS&LMMOC LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS TS&LMMOC LOST COMMS LOST COMMS

ADLEX 1K [ADLE1K]
DULIM 2K [DULI2K]
EGENU 2K [EGEN2K]
ELADO 2K [ELAD2K]
OREKO 1K [OREK1K]
PIMEP 2K [PIME2K]
SUKUS 1K [SUKU1K]
DEPARTURES
(RWY 20)



These SIDs require a minimum climb gradient of: 5.0% to 4500′.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

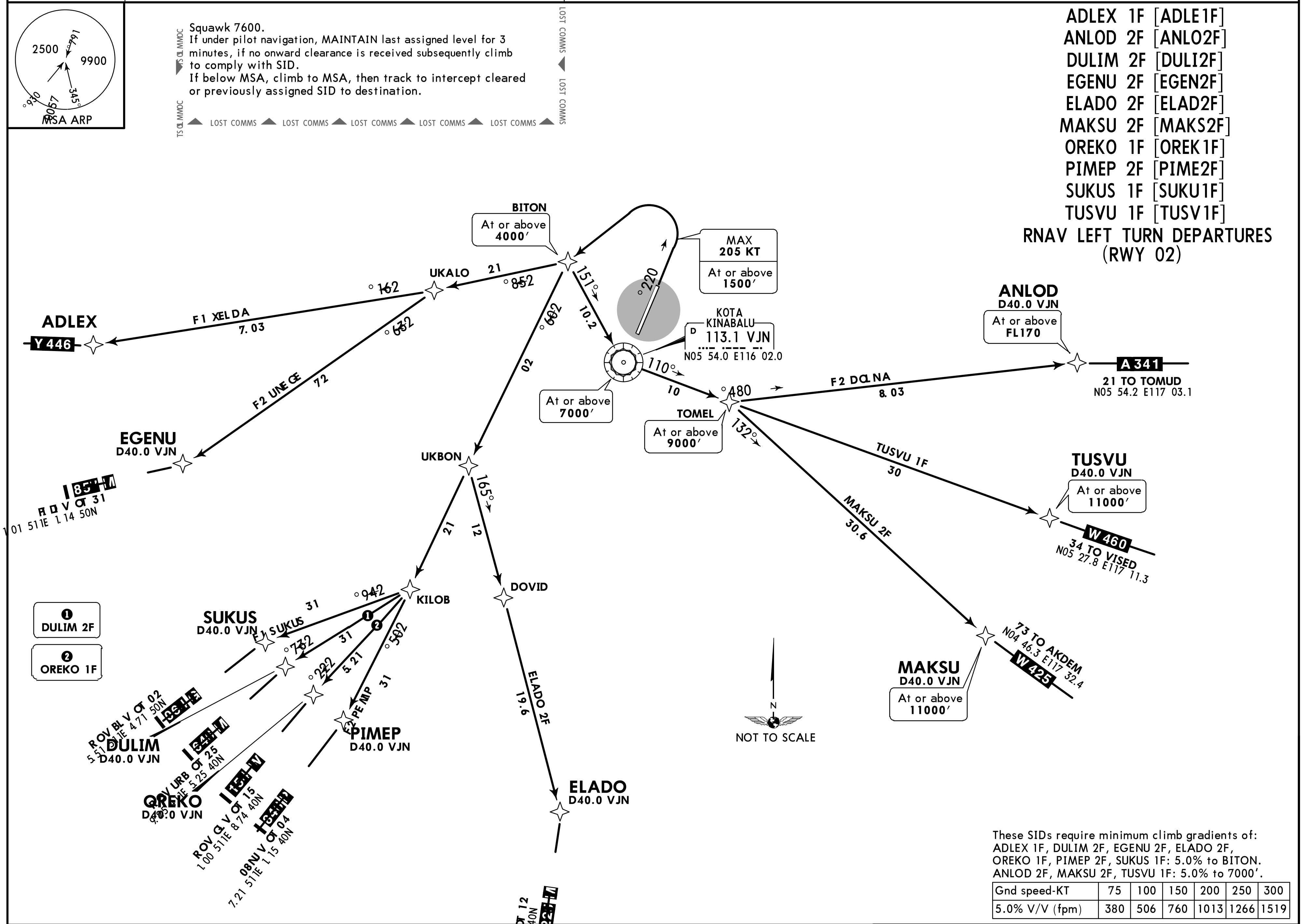
INITIAL CLIMB	
Climb on heading 202°. At D6.0 VJN, execute specified turn to follow assigned SID. Cross 4500′ by D14.0 VJN.	
SID	**ROUTING**
ADLEX 1K	At D6.0 VJN turn RIGHT track 315° and intercept VJN R-272 to ADLEX.
DULIM 2K	At D6.0 VJN turn RIGHT track 254° and intercept VJN R-228 to DULIM.
EGENU 2K	At D6.0 VJN turn RIGHT track 298° and intercept VJN R-257 to EGENU.
ELADO 2K	At D6.0 VJN turn LEFT track 158° and intercept VJN R-188 to ELADO.
OREKO 1K	At D6.0 VJN turn RIGHT track 254° and intercept VJN R-223 to OREKO.
PIMEP 2K	At D6.0 VJN turn RIGHT track 254° and intercept VJN R-218 to PIMEP.
SUKUS 1K	At D6.0 VJN turn RIGHT track 254° and intercept VJN R-232 to SUKUS.

CHANGES: MSA.

Apt Elev 14'	Trans level: FL130 Trans alt: 11000'	1. RNAV1. 2. Unless specified by tower, all IFR departures to contact KINABALU RADAR 119.1 after airborne. 3. Bank angle - 15° achieved.

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 below MSA, climb to MSA, then track to intercept cleared or previously assigned SID to destination.

ADLEX 1F [ADLE1F]
ANLOD 2F [ANLO2F]
DULIM 2F [DULI2F]
EGENU 2F [EGEN2F]
ELADO 2F [ELAD2F]
MAKSU 2F [MAKS2F]
OREKO 1F [OREK1F]
PIMEP 2F [PIME2F]
SUKUS 1F [SUKU1F]
TUSVU 1F [TUSV1F]
RNAV LEFT TURN DEPARTURES
(RWY 02)



These SIDs require minimum climb gradients of:
ADLEX 1F, DULIM 2F, EGENU 2F, ELADO 2F, OREKO 1F, PIMEP 2F, SUKUS 1F: 5.0% to BITON.
ANLOD 2F, MAKSU 2F, TUSVU 1F: 5.0% to 7000'.

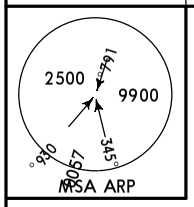
Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

CHANGES: Airport elevation.

Apt Elev
14′

Trans level: FL130 Trans alt: 11000′

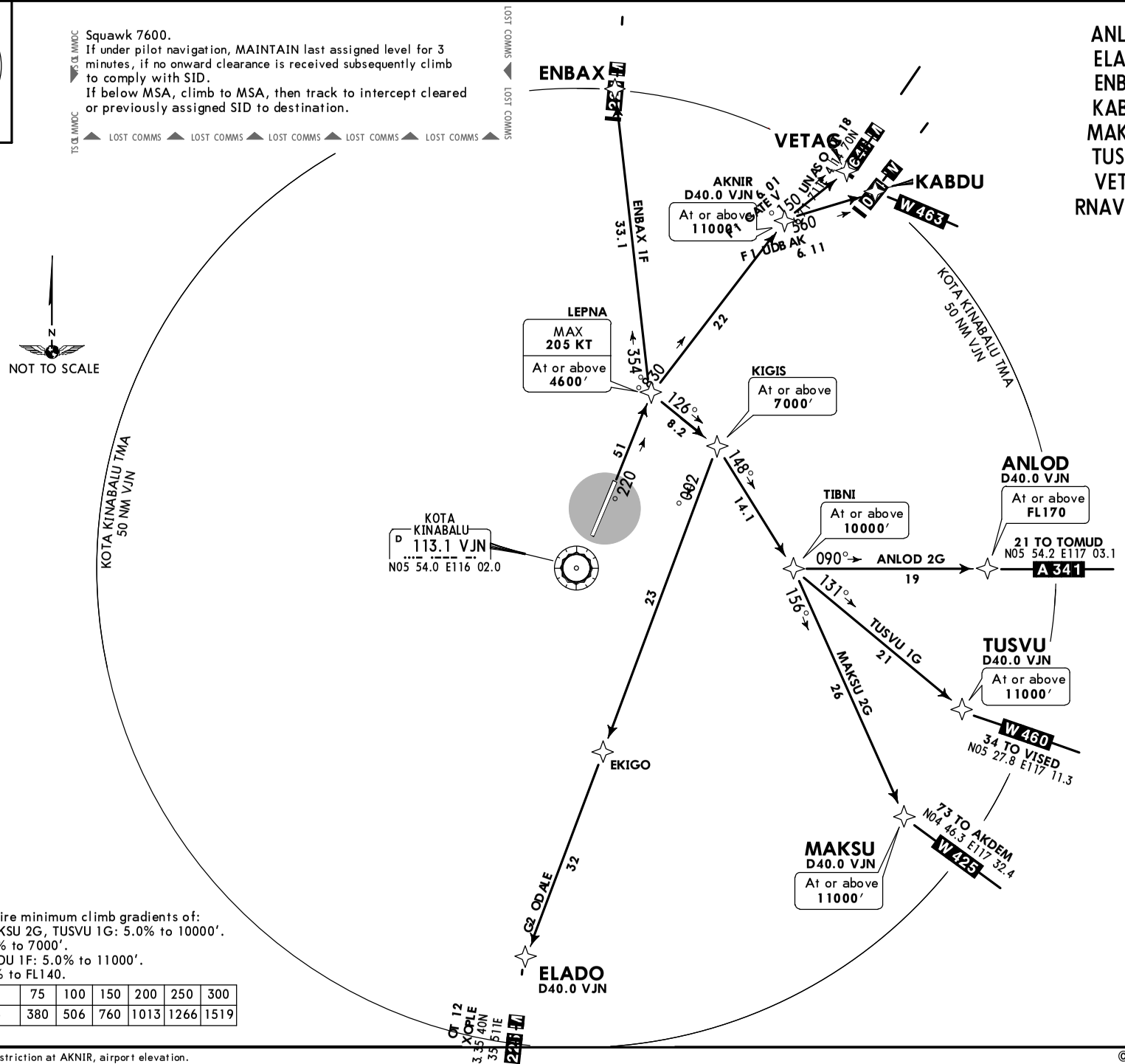
1. RNAV1.
2. Unless specified by tower, all IFR departures to contact KINABALU RADAR 119.1 after airborne.
3. Bank angle - 15° achieved.



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 below MSA, climb to MSA, then track to intercept cleared or previously assigned SID to destination.

LOST COMMS MMOC LOST COMMS MMOC

ANLOD 2G [ANLO2G]
ELADO 2G [ELAD2G]
ENBAX 1F [ENBA1F]
KABDU 1F [KABD1F]
MAKSU 2G [MAKS2G]
TUSVU 1G [TUSV1G]
VETAG 1F [VETA1F]
RNAV RIGHT/LEFT TURN DEPARTURES
(RWY 02)



These SIDs require minimum climb gradients of:
ANLOD 2G, MAKSU 2G, TUSVU 1G: 5.0% to 10000′.
ELADO 2G: 5.0% to 7000′.
ENBAX 1F, KABDU 1F: 5.0% to 11000′.
VETAG 1F: 5.0% to FL140.

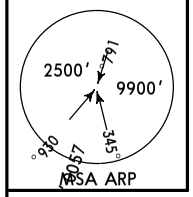
Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

CHANGES: Altitude restriction at AKNIR, airport elevation.

Apt Elev
18′

Trans level: FL130 Trans alt: 11000′

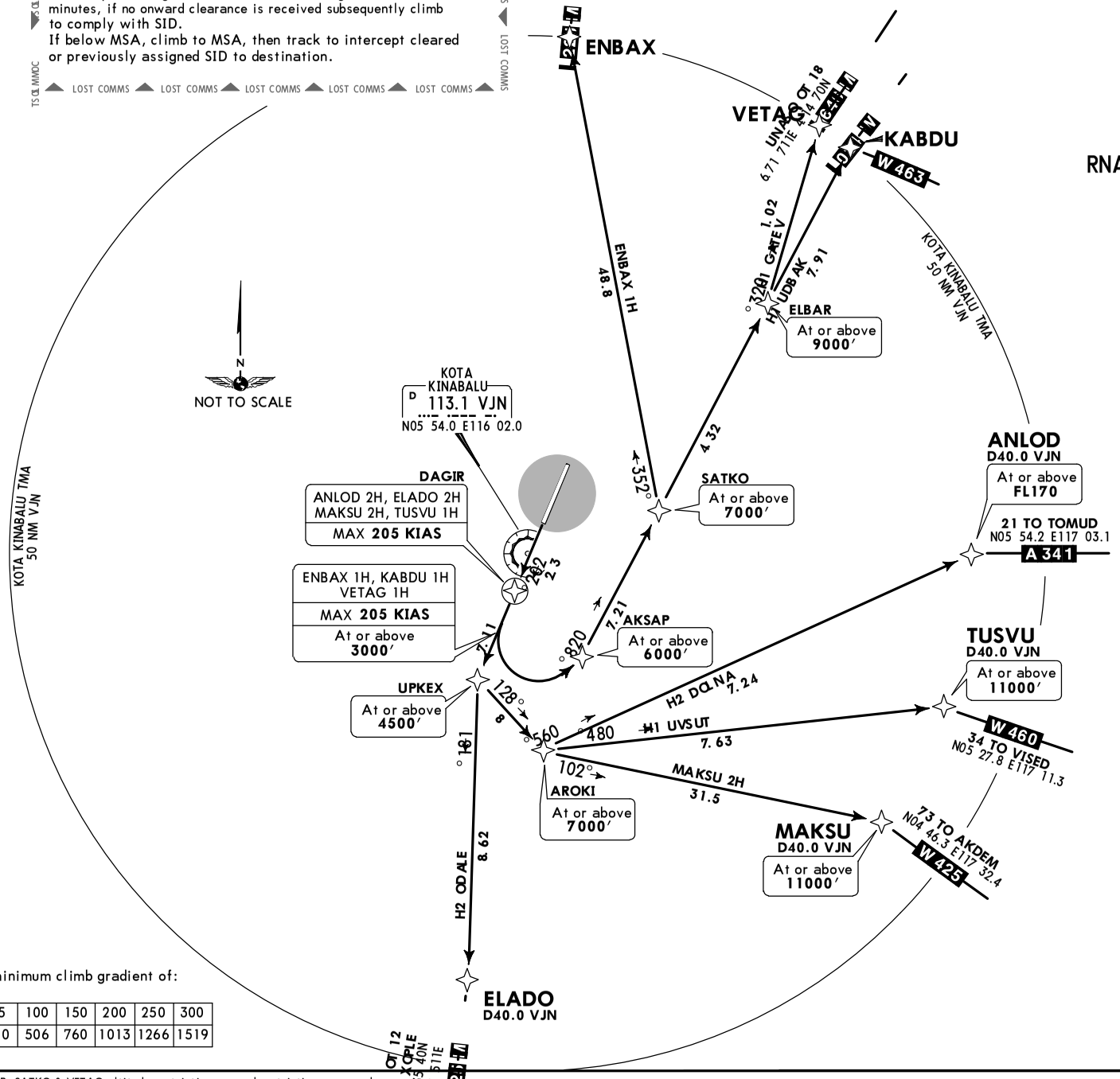
1. RNAV1.
2. Unless specified by tower, all IFR departures to contact KINABALU RADAR 119.1 after airborne.
3. Bank angle - 15° achieved.



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 below MSA, climb to MSA, then track to intercept cleared or previously assigned SID to destination.

TS QL MMOC LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

ANLOD 2H [ANLO2H]
ELADO 2H [ELAD2H]
ENBAX 1H [ENBA1H]
KABDU 1H [KABD1H]
MAKSU 2H [MAKS2H]
TUSVU 1H [TUSV1H]
VETAG 1H [VETA1H]
RNAV LEFT TURN DEPARTURES
(RWY 20)



These SIDs require a minimum climb gradient of:
5.0% to 7000′.

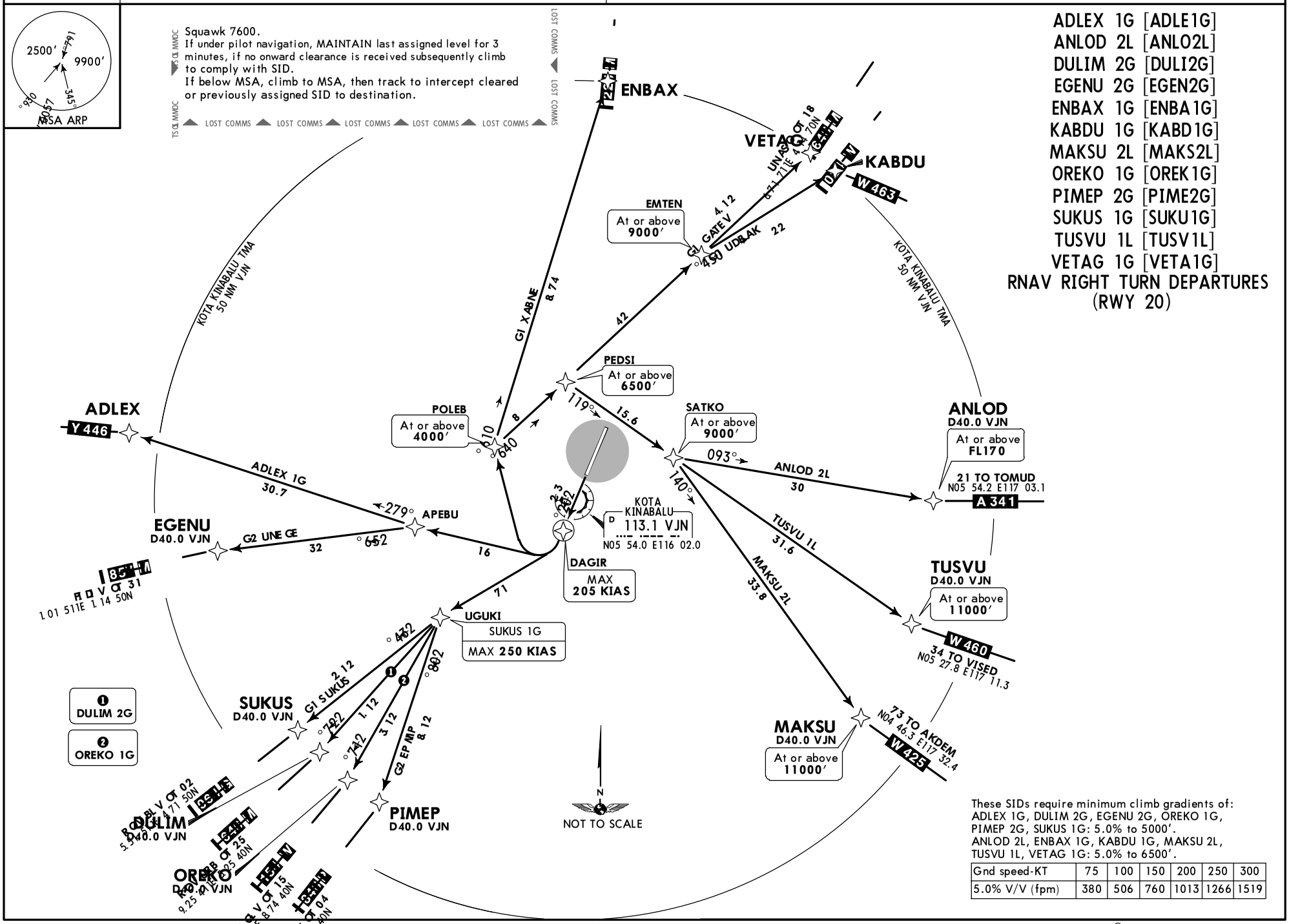
Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

CHANGES: MSA, ANLOD, ELBAR, SATKO & VETAG altitude restrictions, speed restrictions removed.

Apt Elev
18'

Trans level: FL130 Trans alt: 11000'

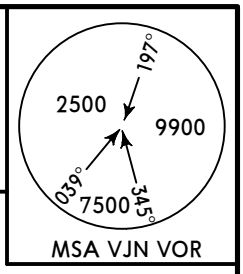
1. RNAV1.
2. Unless specified by tower, all IFR departures to contact KINABALU RADAR 119.1 after airborne.
3. Bank angle - 15° achieved.



Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

CHANGES: ANLOD 2G, MAKSU 2G, TUSVU 1G renamed ANLOD 2L, MAKSU 2L, TUSVU 1L, MSA, altitude and speed restrictions revised/removed, climb gradient instructions.

Apt Elev	Trans level: FL130 Trans alt: 11000′
14′	1. Assigned heading and level will be issued with the take-off clearance. 2. All IFR departures to contact Kinabalu Director on 119.1 as soon as practicable after airborne unless otherwise specified by ATC.



MSA VJN VOR

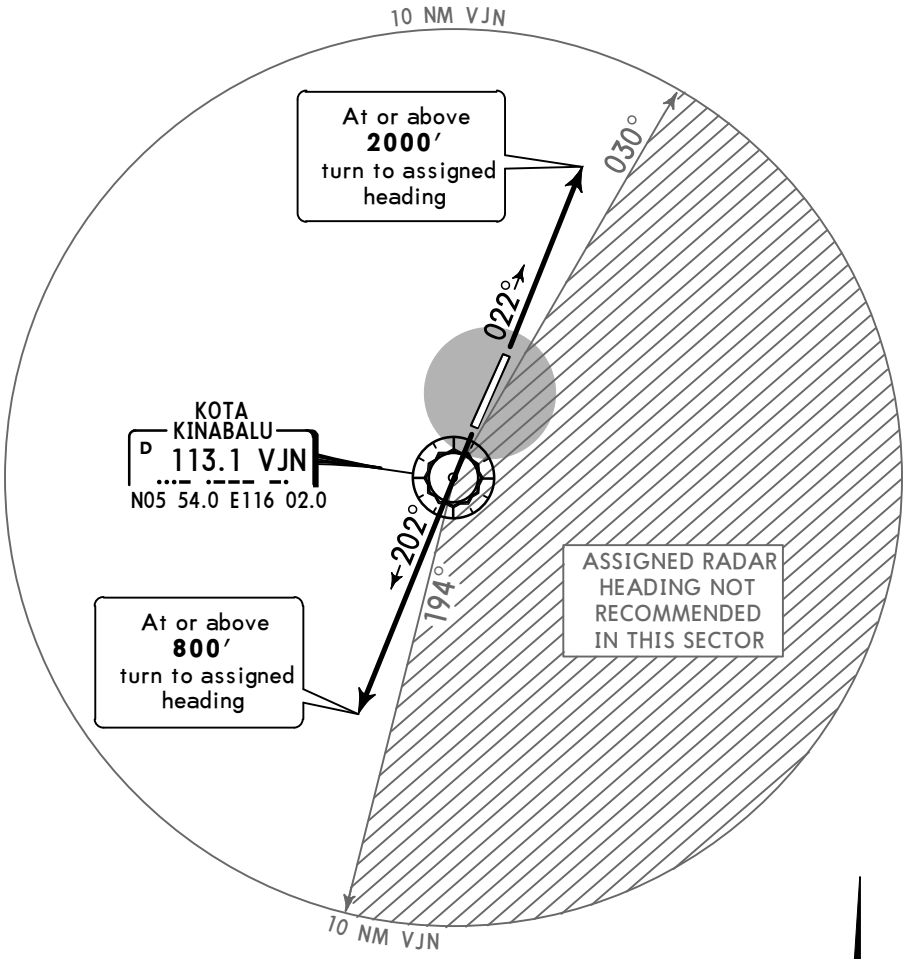
KOTA KINABALU RADAR 2 DEPARTURE [RADAR2]

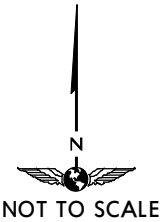
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

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).

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

LOST COMMS ◀ LOST COMMS





NOT TO SCALE

RWY	INITIAL CLIMB
02	Track 022°. At 2000′ or above, turn to assigned heading. Contact KINABALU Director. Advise direction of turn and assigned heading, level passing to nearest 100′, and assigned level.
20	Track 202°. At 800′ or above, turn to assigned heading. Contact KINABALU Director. Advise direction of turn and assigned heading, level passing to nearest 100′, and assigned level.

CHANGES: Assigned radar heading bearings, chart reindexed.

WBKK/BKI

Apt Elev 14′
N05 55.9 E116 03.0

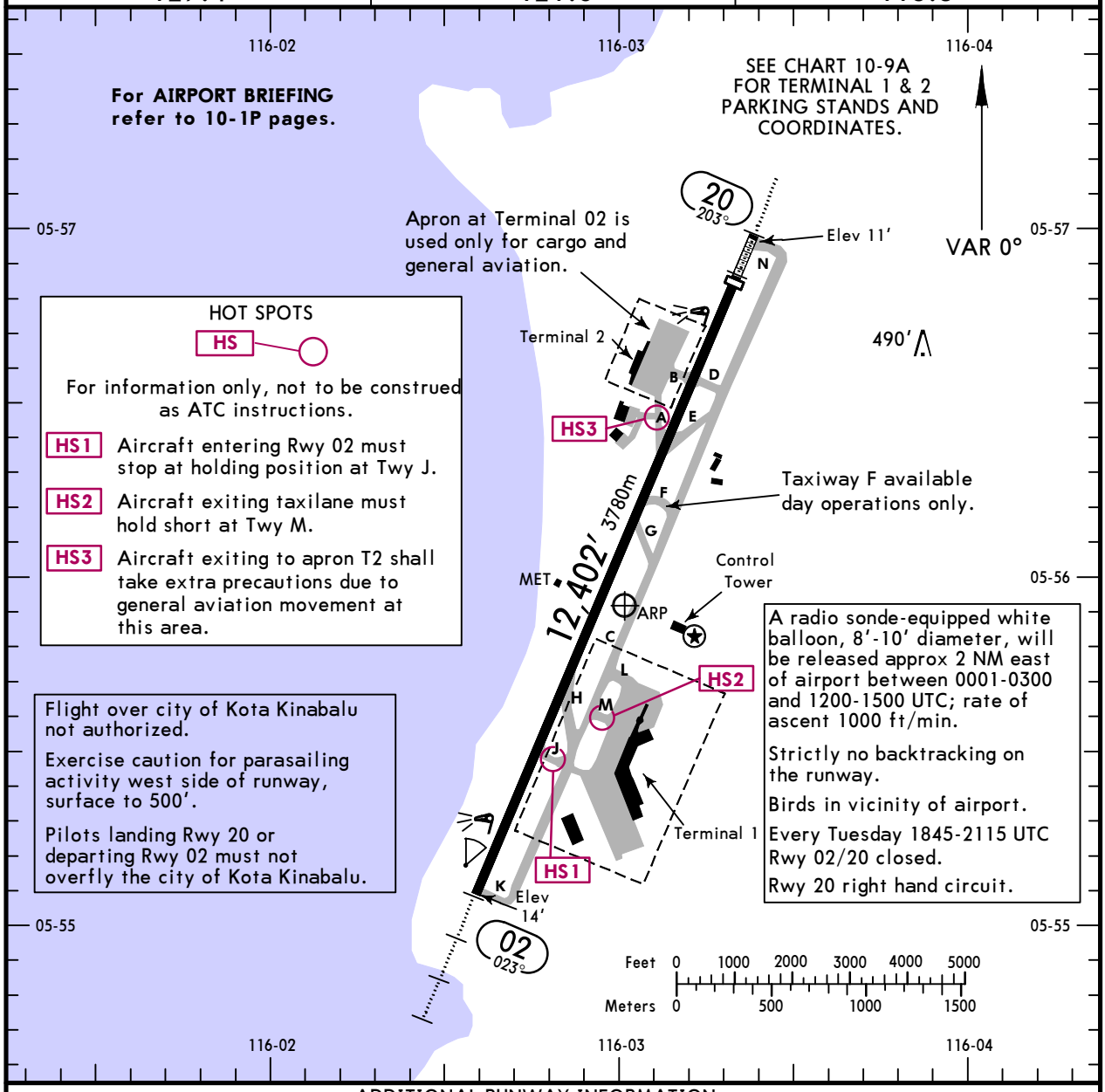
JEPPESEN

23 AUG 19 (10-9)

KOTA KINABALU, MALAYSIA

KOTA KINABALU

ATIS	KINABALU Ground	Tower
127.4	121.6	118.3



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
02	HIRL (60m) CL (30m) HIALS PAPI (angle 3.0°) RVR		11,324′ 3452m	❶	148′ 45m
20	HIRL (60m) CL (30m) HIALS PAPI (angle 3.0°)	11,516′ 3510m	10,457′ 3187m		

❶ TAKE-OFF RUN AVAILABLE

RWY 02:

From Rwy head	12,402′	3780m
Twy G	5243′	1598m
Twy H	7966′	2428m
Twy J	9521′	2902m

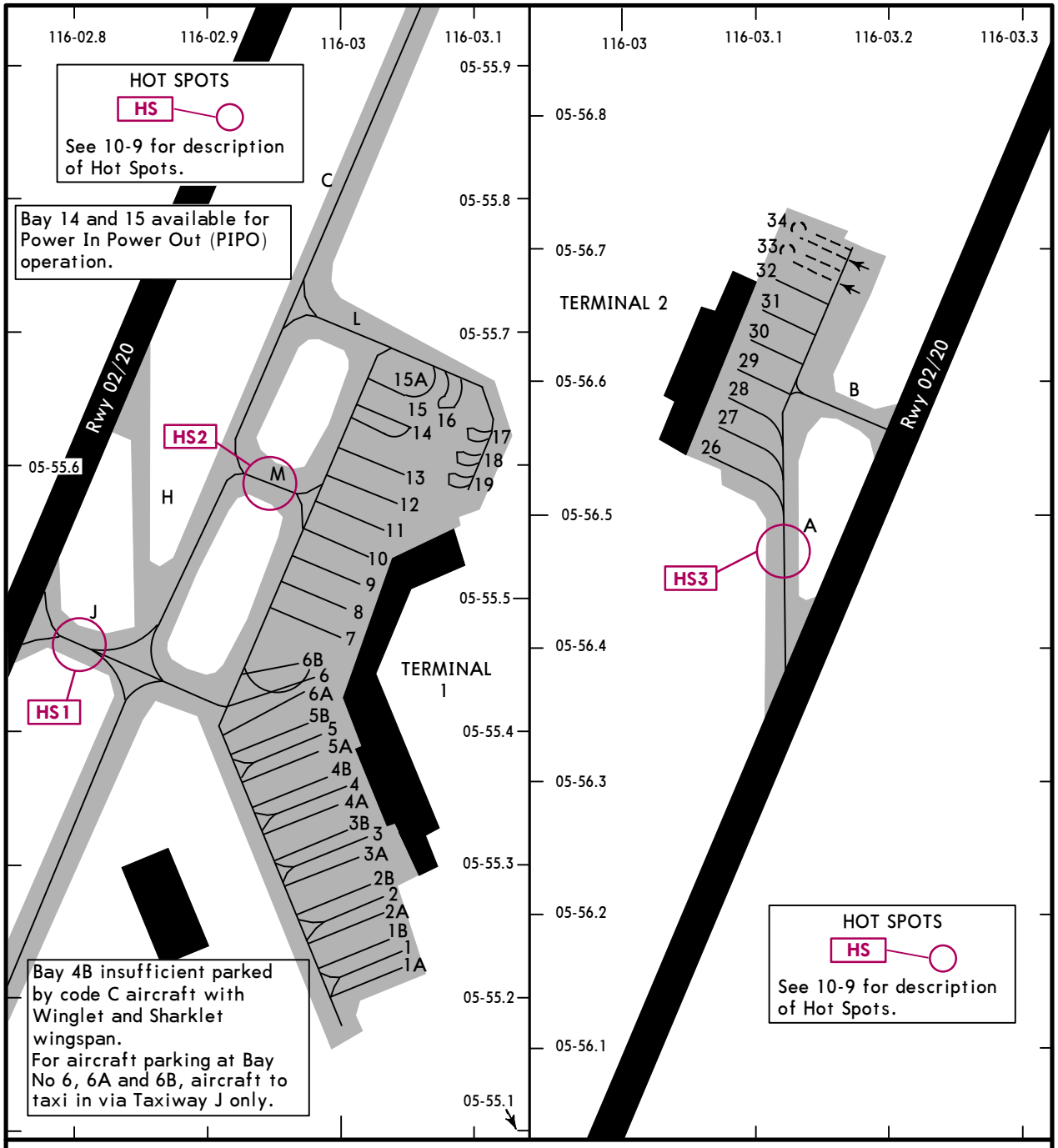
RWY 20:

From Rwy head	12,402′	3780m
Twy A	8009′	2441m
Twy B	9419′	2871m
Twy D	9419′	2871m
Twy E	7612′	2320m

TAKE-OFF

A	
B	RVR 550m VIS 800m
C	
D	

CHANGES: None.



PARKING BAY COORDINATES

Bay No.	COORDINATES
TERMINAL 1	
1 thru 1B	N05 55.2 E116 03.0
2 thru 3B	N05 55.3 E116 03.0
4 thru 6A	N05 55.4 E116 03.0
6B thru 10	N05 55.5 E116 03.0
11 thru 13	N05 55.6 E116 03.0
14	N05 55.6 E116 03.1
14A	N05 55.6 E116 03.0
15	N05 55.6 E116 03.1
15A	N05 55.7 E116 03.1
16 thru 19	N05 55.6 E116 03.1

Bay No.	COORDINATES
TERMINAL 2	
26	N05 56.6 E116 03.0
27 thru 30	N05 56.6 E116 03.1
31 thru 34	N05 56.7 E116 03.1

CHANGES: Bay 4B note.

WBKK/BKI KOTA KINABALU

JEPPESEN 30 NOV 18 (11-1)

KOTA KINABALU, MALAYSIA ILS Z or LOC Z Rwy 02

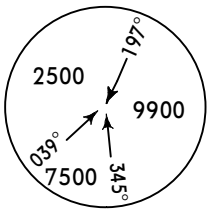
ATIS	KINABALU Radar (APP)	KINABALU Tower	Ground
127.4	119.1	118.3	121.6

BRIEFING STRIP

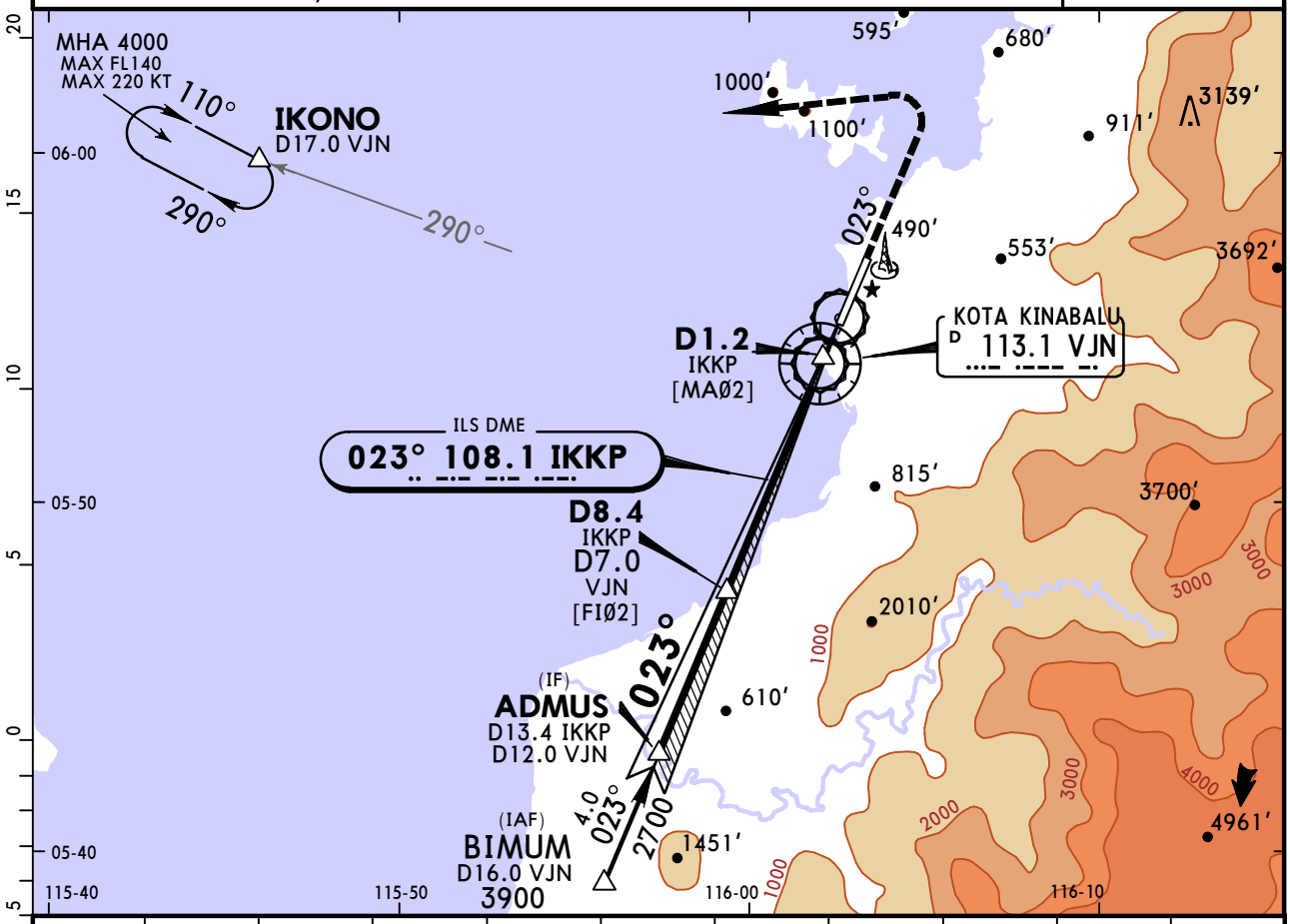
LOC IKKP	Final Apch Crs	GS	ILS DA(H) Refer to Minimums	Apt Elev 14′ Rwy 14′
108.1	**023°**	**D8.4 IKKP** **2700′** (2686′)		

MISSED APCH: Climb on 023° to 1500′ or above, turn LEFT, track direct to IKONO holding pattern. Climb to 4000′ or as directed by ATC.

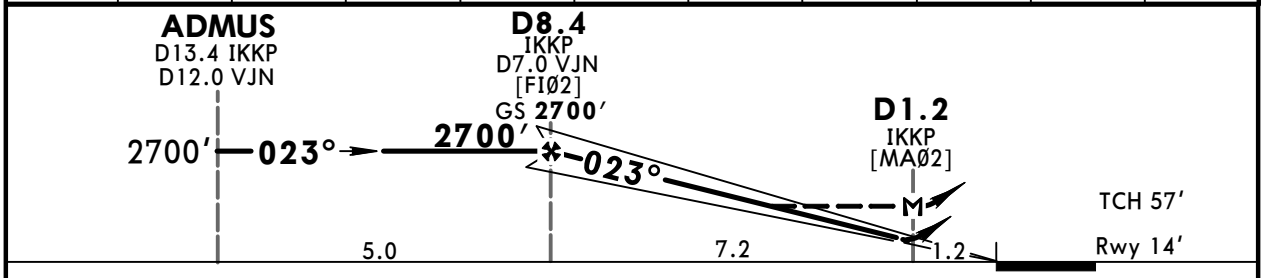
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL 130	Trans alt: 11000′



MSA VJN VOR



LOC (GS out)	IKKP DME	8.4	7.4	6.4	5.4	4.4	3.4	2.4	1.4	1.2
	ALTITUDE	2700′	2382′	2064′	1746′	1428′	1110′	792′	474′	405′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.2 IKKP or FAF to MAP	7.2	6:10	4:48	4:19	3:36	3:05	2:42

HIALS PAPI PAPI

1500′ on 023°

STRAIGHT-IN LANDING RWY 02

ILS DA(H) A: **280′** (266′) B: **292′** (278′) C: **300′** (286′) D: **320′** (306′)

LOC (GS out) MDA(H) **410′** (396′)

	ILS FULL	ILS ALS out	LOC (GS out)	LOC (GS out) ALS out
A	900m	1200m	1400m	2200m
B		1300m		
C				
D		1400m		

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	850′ (836′) -2200m
135	850′ (836′) -2800m
180	1300′ (1286′) -3600m
205	1600′ (1586′) -4800m

PANS OPS

CHANGES: Bearings.

WBKK/BKI
KOTA KINABALU

JEPPESEN 30 NOV 18 (11-2)

KOTA KINABALU, MALAYSIA
ILS Y Rwy 02

ATIS	KINABALU Radar (APP)	KINABALU Tower	Ground
127.4	119.1	118.3	121.6

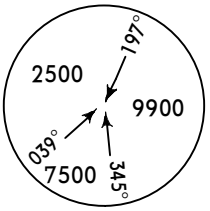
BRIEFING STRIP

LOC IKKP	Final Apch Crs	GS	ILS DA(H) Refer to Minimums	Apt Elev 14′ Rwy 14′
108.1	023°	D8.4 IKKP 2700′ (2686′)		

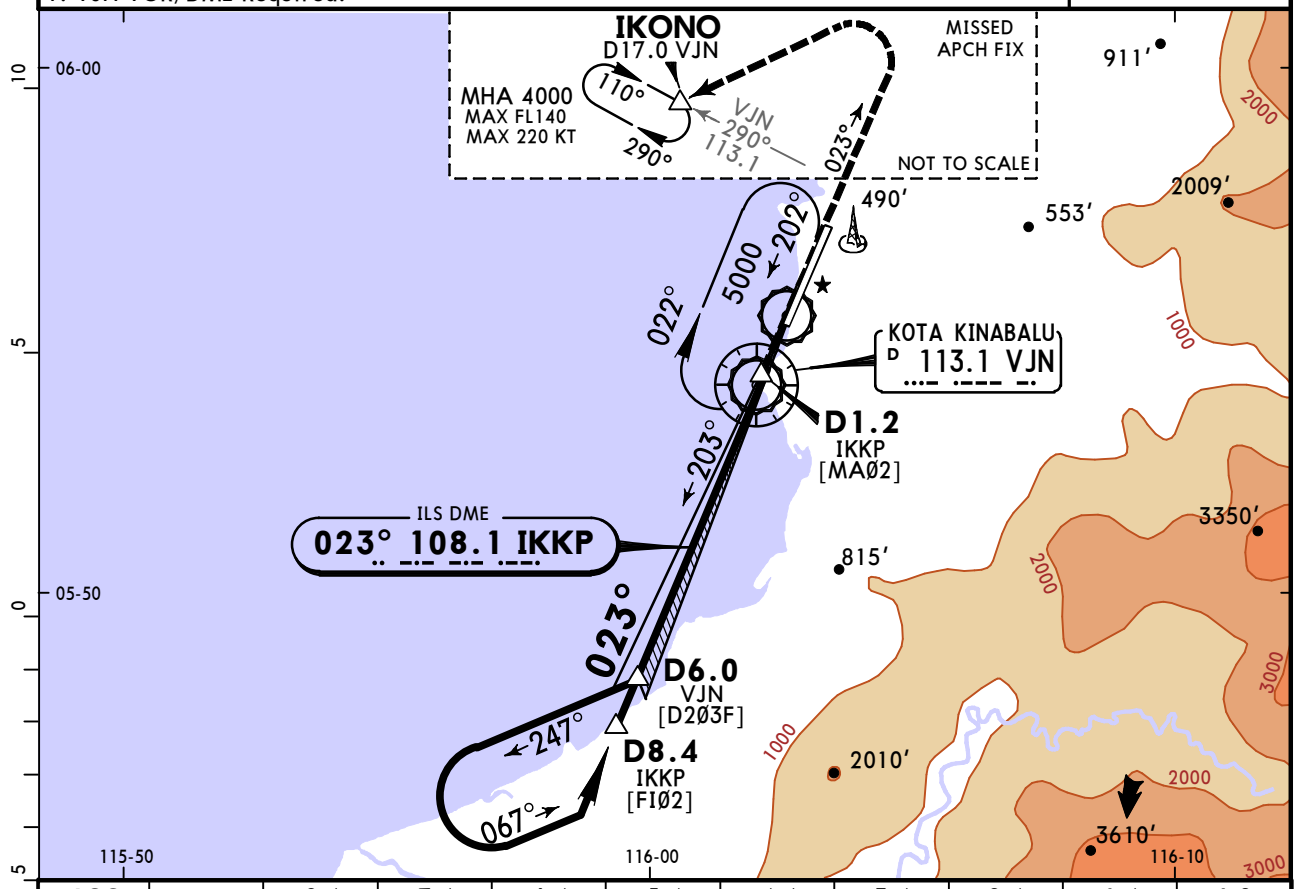
MISSED APCH: Climb on 023° to 1500′, turn LEFT, track direct to IKONO holding pattern. Climb to 4000′ or as directed by ATC.

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL 130 | Trans alt: 11000′

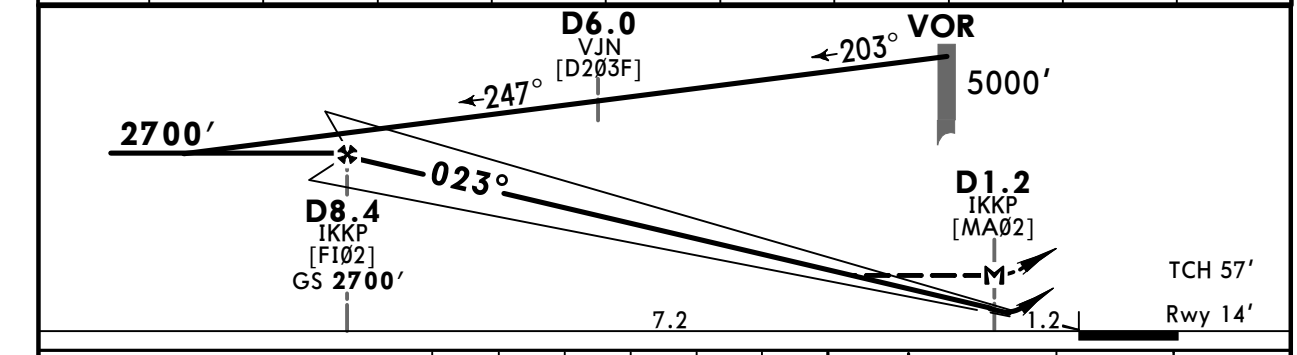
1. VJN VOR/DME Required.



MSA VJN VOR



LOC (GS out)	IKKP DME	8.4	7.4	6.4	5.4	4.4	3.4	2.4	1.4	1.2
	ALTITUDE	2700′	2382′	2064′	1746′	1428′	1110′	792′	474′	405′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.2 IKKP or FAF to MAP	7.2	6:10	4:48	4:19	3:36	3:05	2:42

HIALS PAPI PAPI

1500′ on 023°

PANS OPS

STRAIGHT-IN LANDING RWY 02

ILS
DA(H) A: 280′(266′) C: 300′(286′)
B: 292′(278′) D: 320′(306′)

LOC (GS out)
MDA(H) 410′(396′)

	FULL	ALS out		ALS out
A	900m	1200m	1400m	2200m
B		1300m		
C				
D		1400m		

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	850′(836′) -2200m
135	850′(836′) -2800m
180	1300′(1286′) -3600m
205	1600′(1586′) -4800m

CHANGES: Bearings.

WBKK/BKI KOTA KINABALU

JEPPESEN 30 NOV 18 (11-3)

KOTA KINABALU, MALAYSIA ILS Z or LOC Z Rwy 20

ATIS	KINABALU Radar (APP)	KINABALU Tower	Ground
127.4	119.1	118.3	121.6

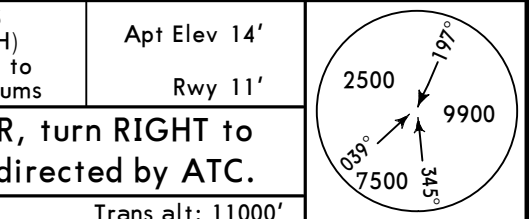
BRIEFING STRIP

LOC IKKD	Final Apch Crs	GS	ILS DA(H)	Apt Elev 14′
111.1	203°	D7.2 IKKD 2300′ (2289′)	Refer to Minimums	Rwy 11′

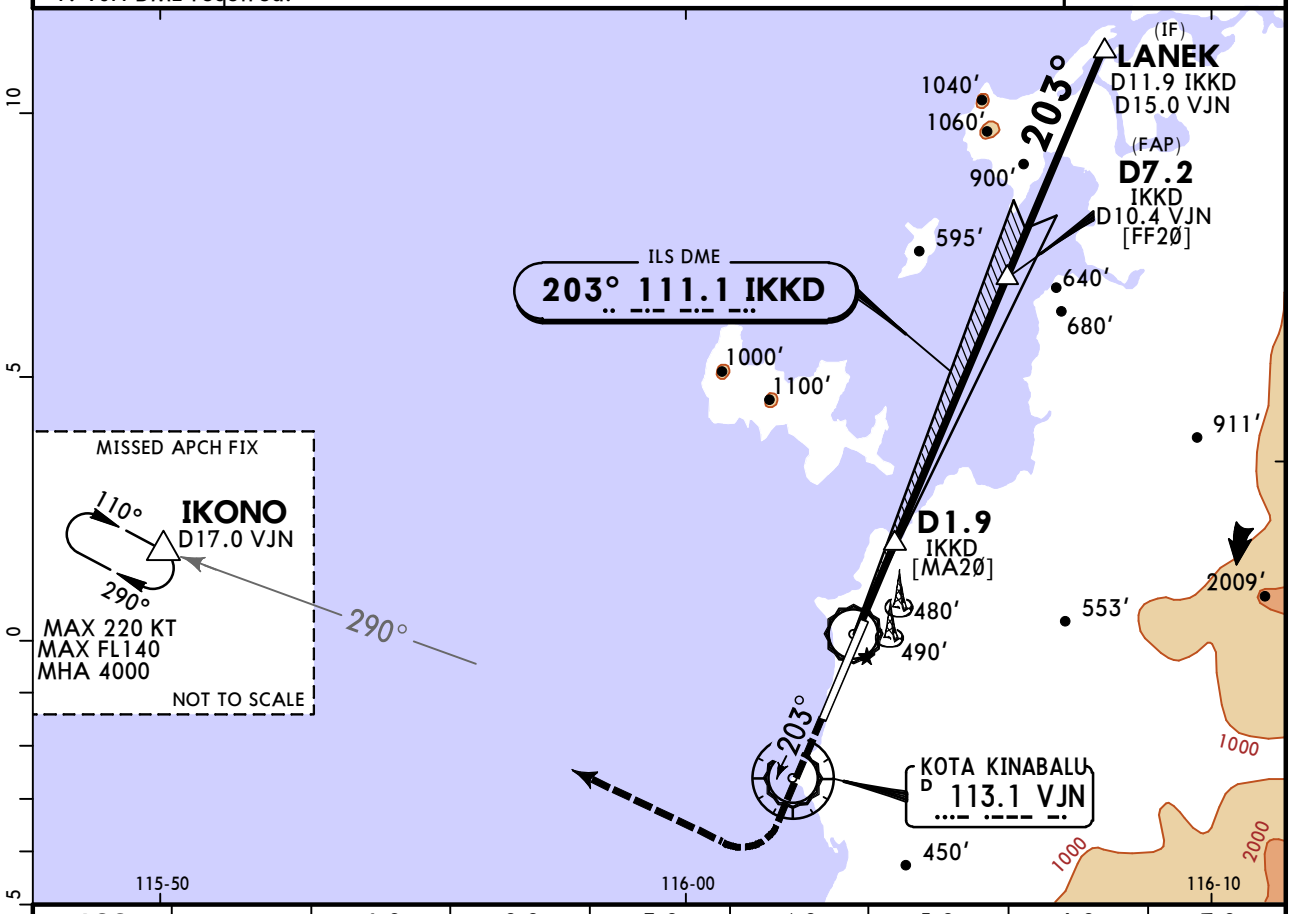
MISSED APCH: Climb on 203°, on passing VJN VOR, turn RIGHT to IKONO holding pattern. Climb to 4000′ or as directed by ATC.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL 130 | Trans alt: 11000′

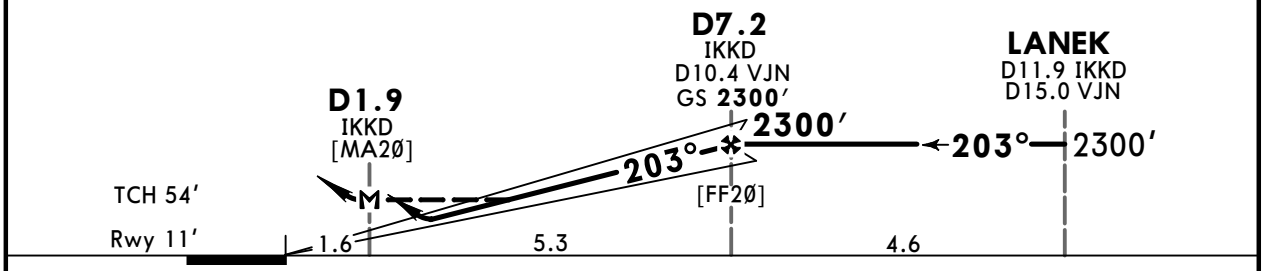
1. VJN DME required.



MSA VJN VOR



LOC (GS out)	IKKD DME	1.9	2.2	3.2	4.2	5.2	6.2	7.2
	ALTITUDE	630′	710′	1028′	1346′	1664′	1982′	2300′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.9 IKKD or FAF to MAP	5.3	4:33	3:32	3:11	2:39	2:16	1:59

HIALS PAPI PAPI on 203°

STRAIGHT-IN LANDING RWY 20

ILS

DA(H) A: **563′**(552′) C: **583′**(572′)
B: **575′**(564′) D: **594′**(583′)

LOC (GS out)

MDA(H) **630′**(619′)

CIRCLE-TO-LAND

PANS OPS

	ILS FULL	ILS ALS out	LOC (GS out) ALS out	Max Kts	MDA(H)
A	2210m	2900m	3000m	100	850′(836′) -3000m
B	2310m	3000m		135	
C				180	1300′(1286′) -3600m
D	2410m	3100m	3200m	205	1600′(1586′) -4800m

CHANGES: Reindex, bearings.

WBKK/BKI
KOTA KINABALU

JEPPESEN 30 NOV 18 (11-4)

KOTA KINABALU, MALAYSIA
ILS Y or LOC Y Rwy 20

ATIS	KINABALU Radar (APP)	KINABALU Tower	Ground
127.4	119.1	118.3	121.6

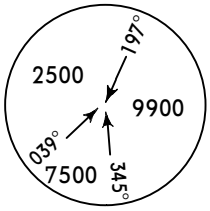
BRIEFING STRIP™

LOC IKKD	Final Apch Crs	GS	ILS DA(H) Refer to Minimums	Apt Elev 14′ Rwy 11′
111.1	203°	D7.2 IKKD D10.4 VJN 2300′ (2289′)		

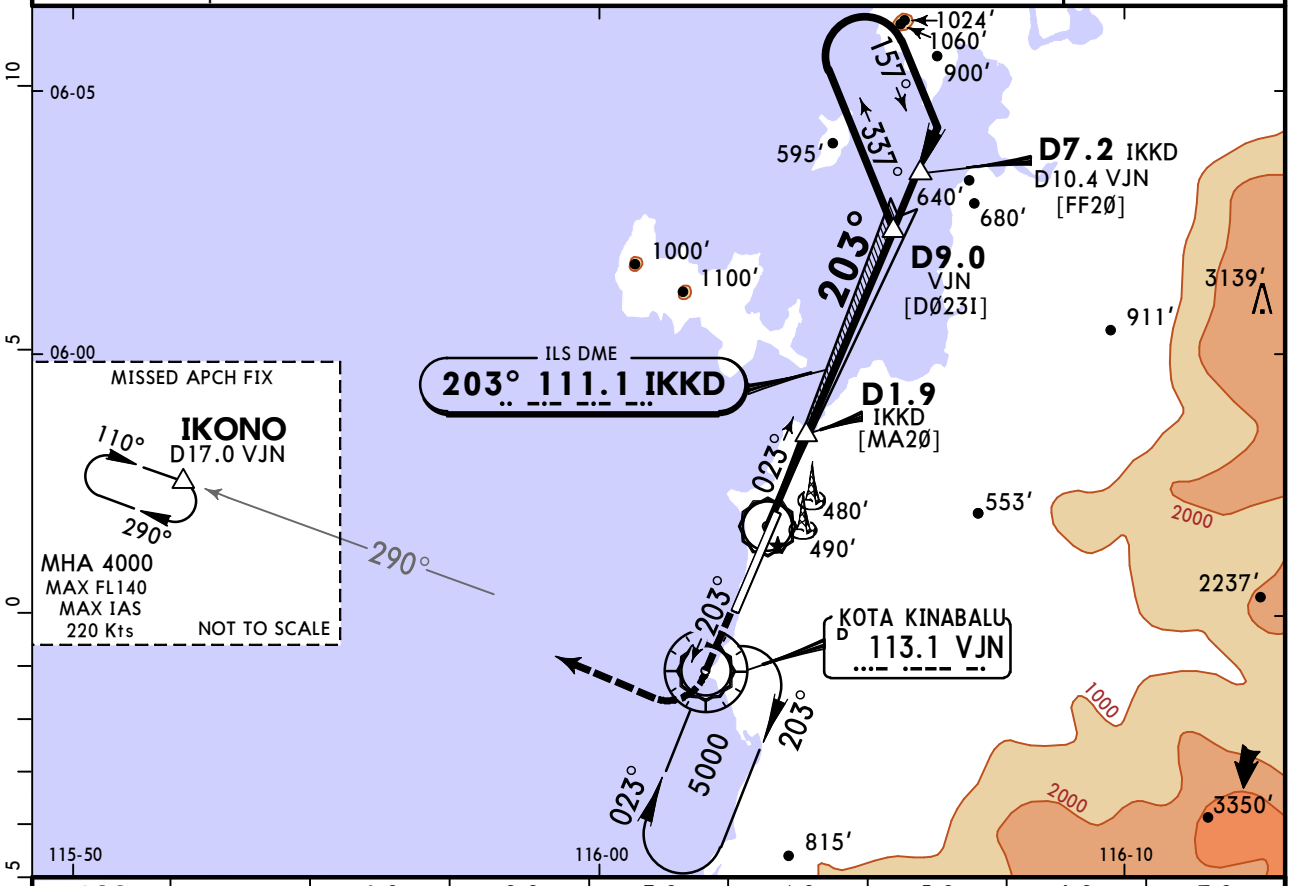
MISSED APCH: Climb on 203°, on passing VJN VOR, turn RIGHT to IKONO holding pattern. Climb to 4000′ or as directed by ATC.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL 130 | Trans alt: 11000′

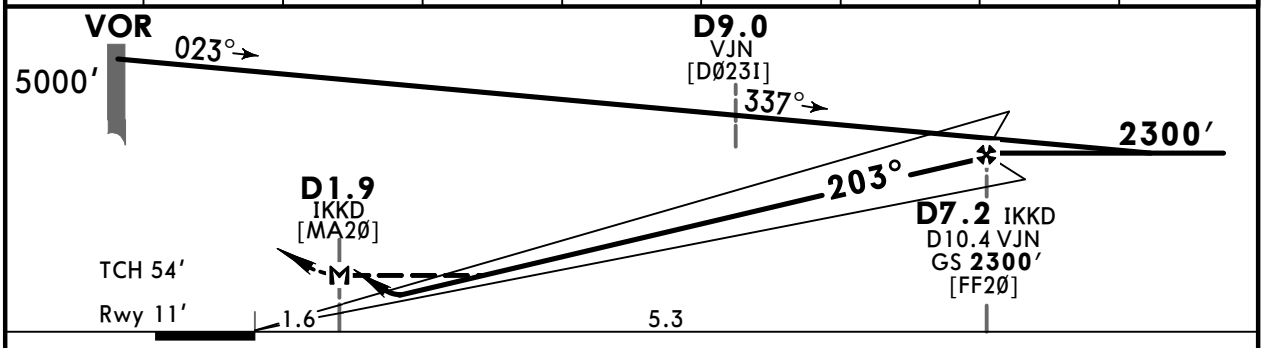
1. VJN DME required.



MSA VJN VOR



LOC (GS out)	IKKD DME	1.9	2.2	3.2	4.2	5.2	6.2	7.2
	ALTITUDE	610′	710′	1028′	1346′	1664′	1982′	2300′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.9 IKKD or FAF to MAP	5.3	4:33	3:32	3:11	2:39	2:16	1:59

HIALS
PAPI PAPI
on 203°

PANS OPS

STRAIGHT-IN LANDING RWY 20

	ILS DA(H)	LOC (GS out) MDA(H)
A	563′ (552′)	630′ (619′)
B	575′ (564′)	
C	583′ (572′)	
D	594′ (583′)	

	FULL	ALS out	ALS out
A	2210m	2900m	3000m
B	2310m	3000m	
C			
D	2410m	3100m	3200m

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	850′ (836′) -3000m
135	
180	1300′ (1286′) -3600m
205	1600′ (1586′) -4800m

CHANGES: Reindex, bearings.

WBKK/BKI
KOTA KINABALU

JEPPESEN 5 APR 19 (12-1)

KOTA KINABALU, MALAYSIA
RNAV (GNSS) Y Rwy 02

ATIS	KINABALU Radar (APP)	KINABALU Tower	Ground
127.4	119.1	118.3	121.6

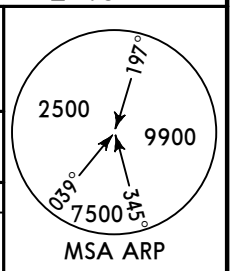
BRIEFING STRIP ™

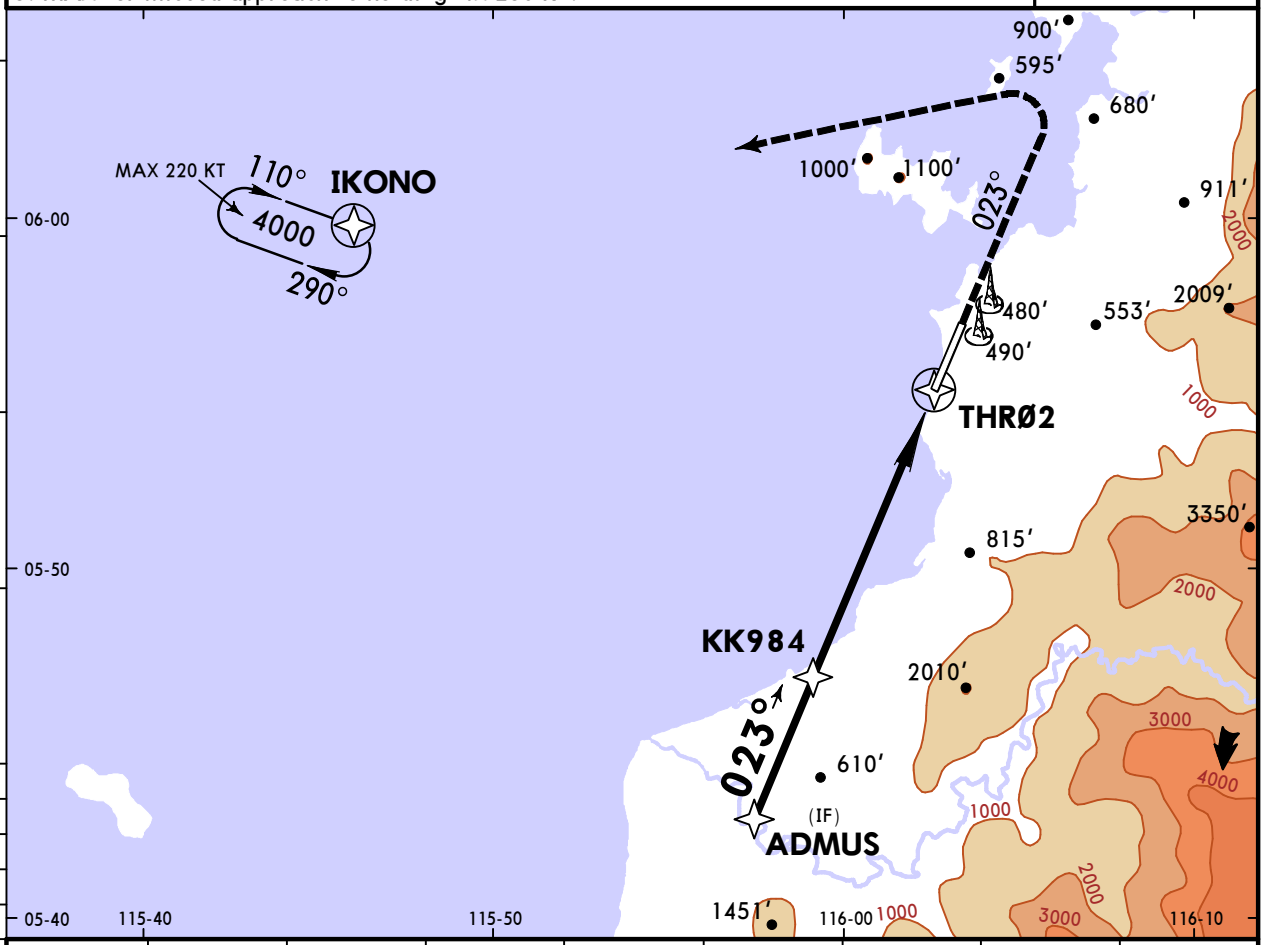
RNAV	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H)	Apt Elev 14′
	023°	**KK984** **2700′** (2686′)	Refer to Minimums	Rwy 14′

MISSED APCH: Continue 023° climb to 4000′, on passing 1500′ turn LEFT track DIRECT to IKONO to hold or as directed by ATC.

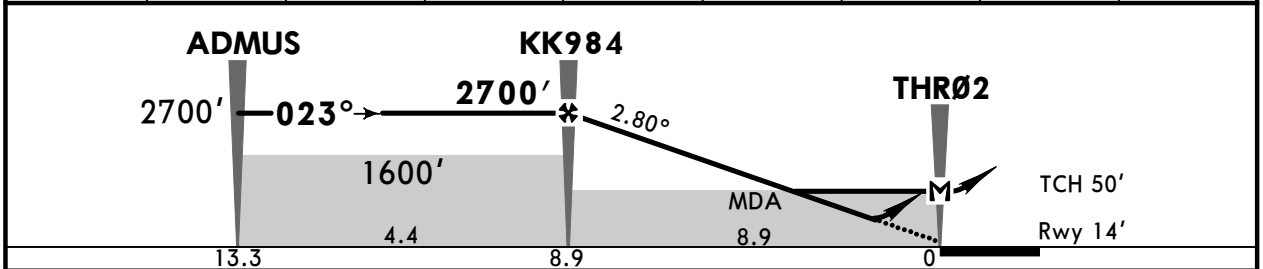
Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL 130 | Trans alt: 11000′

1. GNSS required. 2. Local QNH setting required. 3. VPA and PAPI not coincident.
4. Baro VNAV not authorized below 20.0°C (68.0°F) and above 40.0°C (104.0°F).
5. MAX for missed approach to holding fix 250 KT.





NM to THRØ2	8.9	7.8	6.8	5.8	4.8	3.8	2.8	1.8
ALTITUDE	2700′	2380′	2080′	1780′	1490′	1190′	890′	600′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.80°	347	446	495	594	693	792
LNAV/VNAV: MAP at DA						
LNAV: MAP at THRØ2						

HIALS
PAPI PAPI

1500′ on 023°

4000′ LT

IKONO

PANS OPS

STRAIGHT-IN LANDING RWY02

LNAV/VNAV		LNAV	
DA(H)	A: **326′** (312′) B: **339′** (325′) C: **358′** (344′) D: **385′** (371′)	MDA(H)	**500′** (486′)

		LNAV/VNAV ALS out	LNAV	LNAV ALS out
A	900m	1600m	RVR 720m VIS 800m	1600m
B		1700m		
C	1000m	1800m	1200m	2000m
D	1200m	2000m	1600m	2400m

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	**850′** (836′) -1600m
135	**850′** (836′) -2000m
180	**1600′** (1586′) -4800m
205	

CHANGES: None.

WBKK/BKI
KOTA KINABALU

JEPPESEN 5 APR 19 (12-2)

KOTA KINABALU, MALAYSIA
RNAV (GNSS) Y Rwy 20

BRIEFING STRIP TM

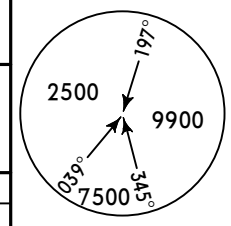
ATIS	KINABALU Radar (APP)	KINABALU Tower	Ground
127.4	119.1	118.3	121.6

RNAV	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H)	Apt Elev 14′
	203°	KK981 2300′ (2289′)	Refer to Minimums	Rwy 11′

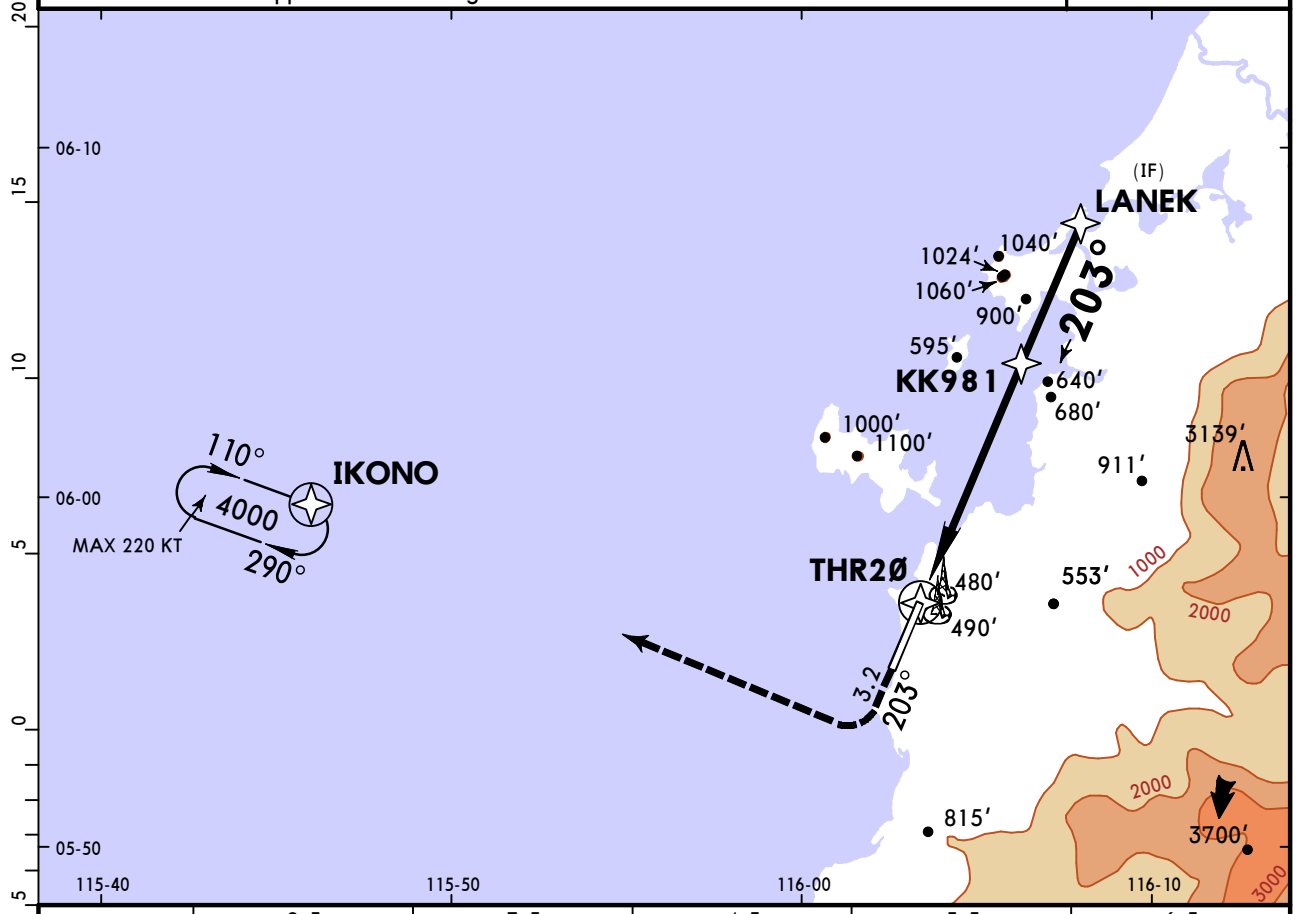
MISSED APCH: Continue on track 203° climbing to 4000′, on passing 1000′ turn RIGHT track DIRECT to IKONO to hold or as directed by ATC.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL 130 | Trans alt: 11000′

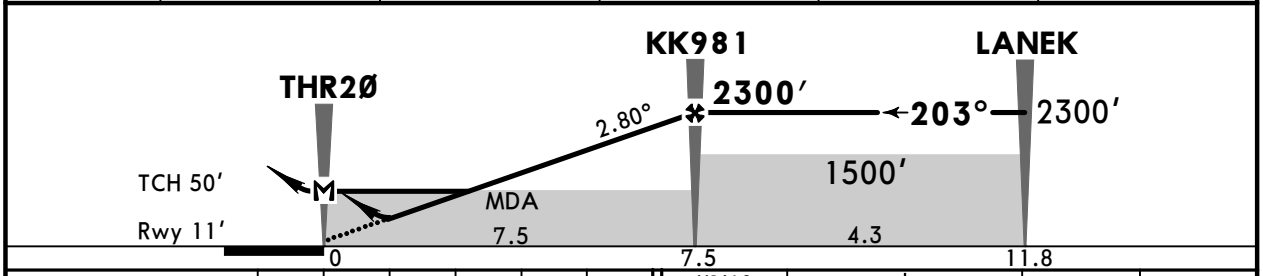
1. GNSS required. 2. Local QNH setting required. 3. VPA and PAPI not coincident.
4. Baro VNAV not authorized below 20.0°C (68.0°F) and above 40.0°C (104.0°F).
5. MAX for missed approach to holding fix 250 KT.



MSA ARP



NM toTHR2Ø	2.5	3.5	4.5	5.5	6.5
ALTITUDE	810′	1100′	1400′	1700′	1990′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.80°	347	446	495	594	693	792
LNAV/VNAV: MAP at DA						
LNAV: MAP at THR2Ø						

HIALS
PAPI PAPI

1000′ on 203°

4000′ RT

IKONO

PANS OPS

STRAIGHT-IN LANDING RWY20

	LNAV/VNAV		LNAV	
DA(H)	A: 620′ (609′)	B: 633′ (622′)	MDA(H) 710′ (699′)	
	C: 641′ (630′)	D: 651′ (640′)		

		ALS out		ALS out
A	3200m	3200m	1200m	1600m
B				
C		3600m	3200m	
D		3700m	3600m	

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	850′ (836′) -3200m
135	
180	1600′ (1586′) -4800m
205	

CHANGES: MSA.

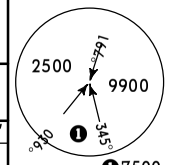
ATIS	KINABALU Radar (APP)	KINABALU Tower	Ground
127.4	119.1	118.3	121.6

RNAV	Final Apch Crs	KK42Ø MANDATORY	RNP 0.30 DA(H)	Apt Elev 14′
	023°	900′ (886′)	560′ (546′)	Rwy 14′

MISSED APCH: Climb to 4000′ on RNAV (RNP) missed approach track to KK482 or as directed by ATC.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 130 Trans alt: 11000′

1. AUTHORIZATION REQUIRED. 2. RF required. 3. WBKK altimeter setting required. 4. GNSS required. 5. Procedure requires RNP 0.30 from IAFs to runway. 6. Approach not authorized when airport temperature below 20°C. 7. PAPI and vertical path angle not coincident.



DIST to threshold	2.8	2.0	1.7
ALTITUDE	900′	600′	560′

Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 2.80°	347	446	495	594	693	792
MAP at DA						

HIALS PAPI PAPI 4000′ RNAV (RNP) TRACK

STRAIGHT-IN LANDING RWY02 — CIRCLE-TO-LAND

RNP 0.30
DA(H) 560′ (546′)
ALS out

		Max Kts	
A	NA	100	NA
B		135	
C	3100m	180	
D		205	

CHANGES: VPA angle added.

WBKK/BKI
KOTA KINABALU

JEPPESEN
13 DEC 19 (12-21)

KOTA KINABALU, MALAYSIA
CAT C & D RNAV (RNP) Z Rwy 20

ATIS	KINABALU Radar (APP)	KINABALU Tower	Ground
127.4	119.1	118.3	121.6

RNAV	Final Apch Crs	KK63Ø MANDATORY	RNP 0.30 DA(H)	Apt Elev 14′ Rwy 11′
	203°	1000′ (989′)	710′ (699′)	

MISSED APCH: Climb to 4000′ on RNAV (RNP) missed approach track to KK688 or as directed by ATC.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL 130 | Trans alt: 11000′

1. AUTHORIZATION REQUIRED. 2. RF required. 3. WBKK altimeter setting required. 4. GNSS required. 5. Procedure requires RNP 0.30 from IAFs to runway. 6. Approach not authorized when airport temperature below 20°C. 7. PAPI and vertical path angle not coincident.

2500 9900 7500 MSA ARP

(IAF) SABNU MAX 8500 MIN 5500
KK662 3300
KK658 2100
KK684 3000
KK638 2100 VPA 2.80°
KK642 2800 MAX 240 KT
KK670 3300
KK674 4100
KK636 2000 VPA 2.80°
KK63Ø
KK646 4300 MAX 240 KT
(IAF) KK688 4000
KK692 4500
KK696 7600
RUMPA MAX FL 160 MIN 10000
NOT TO SCALE
REFER TO MISSED APPROACH DETAIL
RW2Ø
KK678 5400
GORKA MAX 12500 MIN 7100
(IAF) KK66Ø MAX FL 190 MIN 9600
ANLOD MAX FL 190 MIN FL 130
NOT TO SCALE
(IAF) DUMUB MAX FL 150 MIN 6200
KK656 MAX FL 150 MIN 12600
ELADO MAX FL 270 MIN FL 170
NOT TO SCALE

MISSED APPROACH DETAIL
NOT TO SCALE
KK688 4000
KK692
KK62Ø
RW2Ø

DIST to threshold	2.2	3.0	3.1
ALTITUDE	710′	970′	1000′

(FAP) KK63Ø
MANDATORY 1000′
RW2Ø
TCH 54′
Rwy 11′
3.1

Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 2.80°	347	446	495	594	693	792
MAP at DA						

HIALS PAPI PAPI 4000′ RNAV (RNP) TRACK

STRAIGHT-IN LANDING RWY 20
RNP 0.30
DA(H) 710′ (699′)
ALS out

CIRCLE-TO-LAND

		Max Kts
A	NA	100
B		135
C	4100m	180
D		205

NA

CHANGES: VPA angle added.

WBKK/BKI
KOTA KINABALU

JEPPESEN

8 SEP 17 (13-1)

KOTA KINABALU, MALAYSIA
VOR Z Rwy 02

ATIS	KINABALU Radar (APP)	KINABALU Tower	Ground
127.4	119.1	118.3	121.6

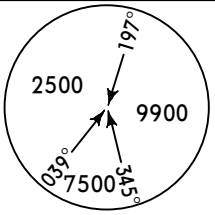
BRIEFING STRIP™

VOR VJN	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 18′
113.1	022°	D7.0 2700′ (2685′)	410′ (395′)	Rwy 15′

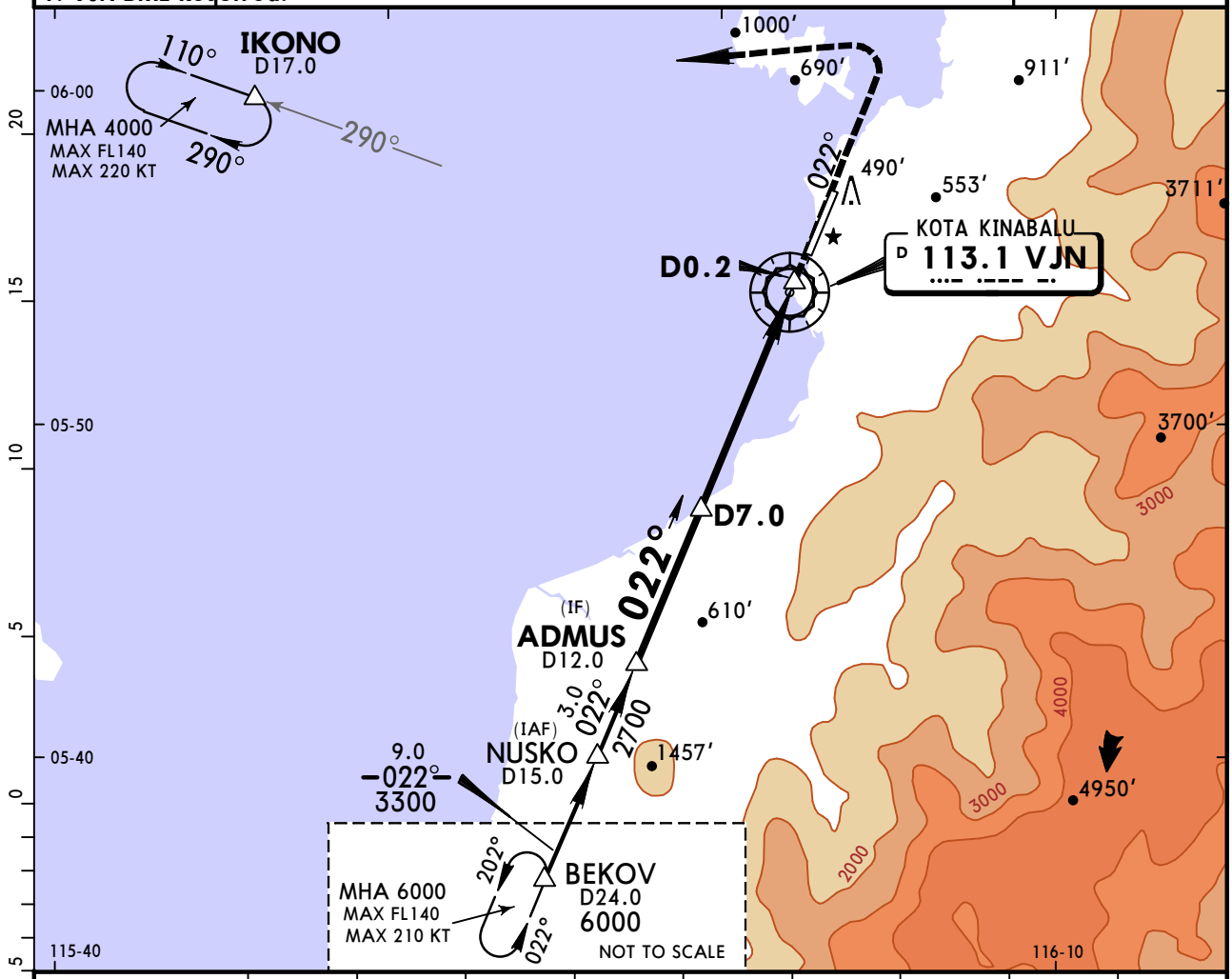
MISSED APCH: Climb on 022° to 1500′, turn LEFT, track direct to IKONO holding pattern. Climb to 4000′ or as directed by ATC.

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL 130 | Trans alt: 11000′

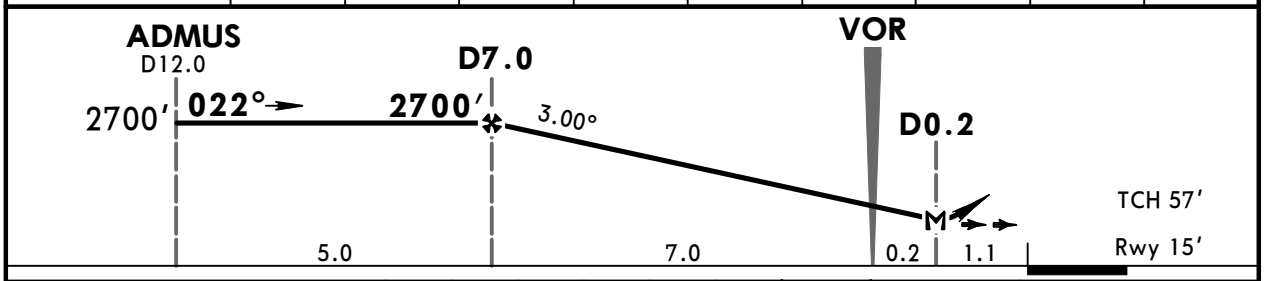
1. VJN DME Required.



MSA VJN VOR



VJN DME	7.0	6.0	5.0	4.0	3.0	2.0	1.0	VOR	0.2
ALTITUDE	2700′	2382′	2064′	1746′	1428′	1110′	792′	474′	405′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.2 or FAF to MAP	7.2	6:10	4:48	4:19	3:36	3:05	2:42

HIALS
PAPI PAPI

1500′ on 022°

PANS OPS

STRAIGHT-IN LANDING RWY 02

MDA(H) 410′ (395′)

		HIALS out
A	1400m	2200m
B		
C		
D	1600m	

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	850′ (832′) -2200m
135	850′ (832′) -2800m
180	1300′ (1282′) -4800m
205	1600′ (1582′) -4800m

CHANGES: IAF waypoint, approach transition altitude.

WBKK/BKI
KOTA KINABALU

JEPPESEN 8 SEP 17 (13-2)

KOTA KINABALU, MALAYSIA
VOR Y Rwy 02

BRIEFING STRIP™

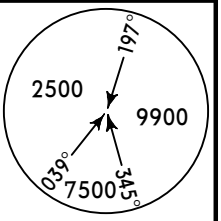
ATIS	KINABALU Radar (APP)	KINABALU Tower	Ground
127.4	119.1	118.3	121.6

VOR VJN 113.1	Final Apch Crs 022°	Minimum Alt D7.0 2700′(2685′)	MDA(H) 410′(395′)	Apt Elev 18′ Rwy 15′

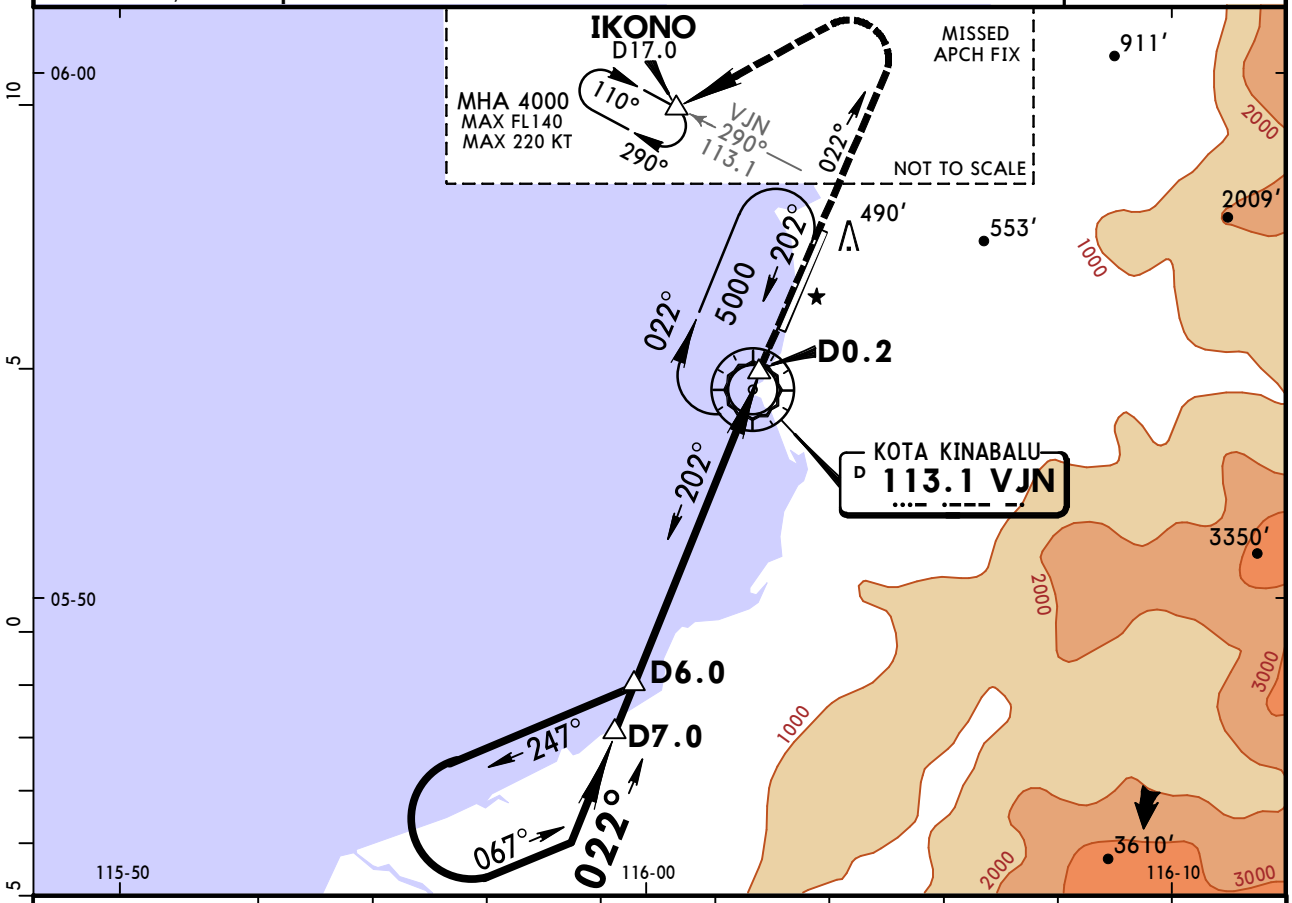
MISSED APCH: Climb on 022° to 1500′, turn LEFT, track direct to IKONO holding pattern. Climb to 4000′ or as directed by ATC.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 130 Trans alt: 11000′

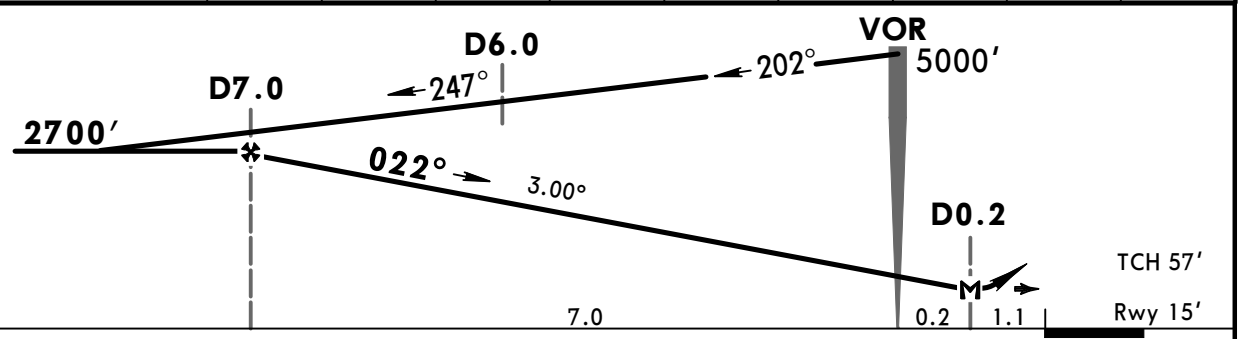
1. VJN VOR/DME Required.



MSA VJN VOR



VJN DME	7.0	6.0	5.0	4.0	3.0	2.0	1.0	VOR	0.2
ALTITUDE	2700′	2382′	2064′	1746′	1428′	1110′	792′	474′	405′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.2 or FAF to MAP	7.2	6:10	4:48	4:19	3:36	3:05	2:42

HIALS
PAPI PAPI

1500′ on 022°

PANS OPS

STRAIGHT-IN LANDING RWY **02**

MDA(H) **410′**(395′)

	HIALS out
A	1400m
B	
C	2200m
D	1600m

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	850′(832′) -2200m
135	850′(832′) -2800m
180	1300′(1282′) -4800m
205	1600′(1582′) -4800m

CHANGES: None.

WBKK/BKI KOTA KINABALU

JEPPESEN 30 DEC 16 (13-3)

KOTA KINABALU, MALAYSIA VOR Z Rwy 20

ATIS	KINABALU Radar (APP)	KINABALU Tower	Ground
127.4	119.1	118.3	121.6

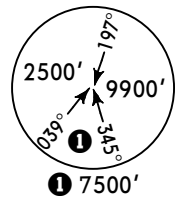
BRIEFING STRIP™

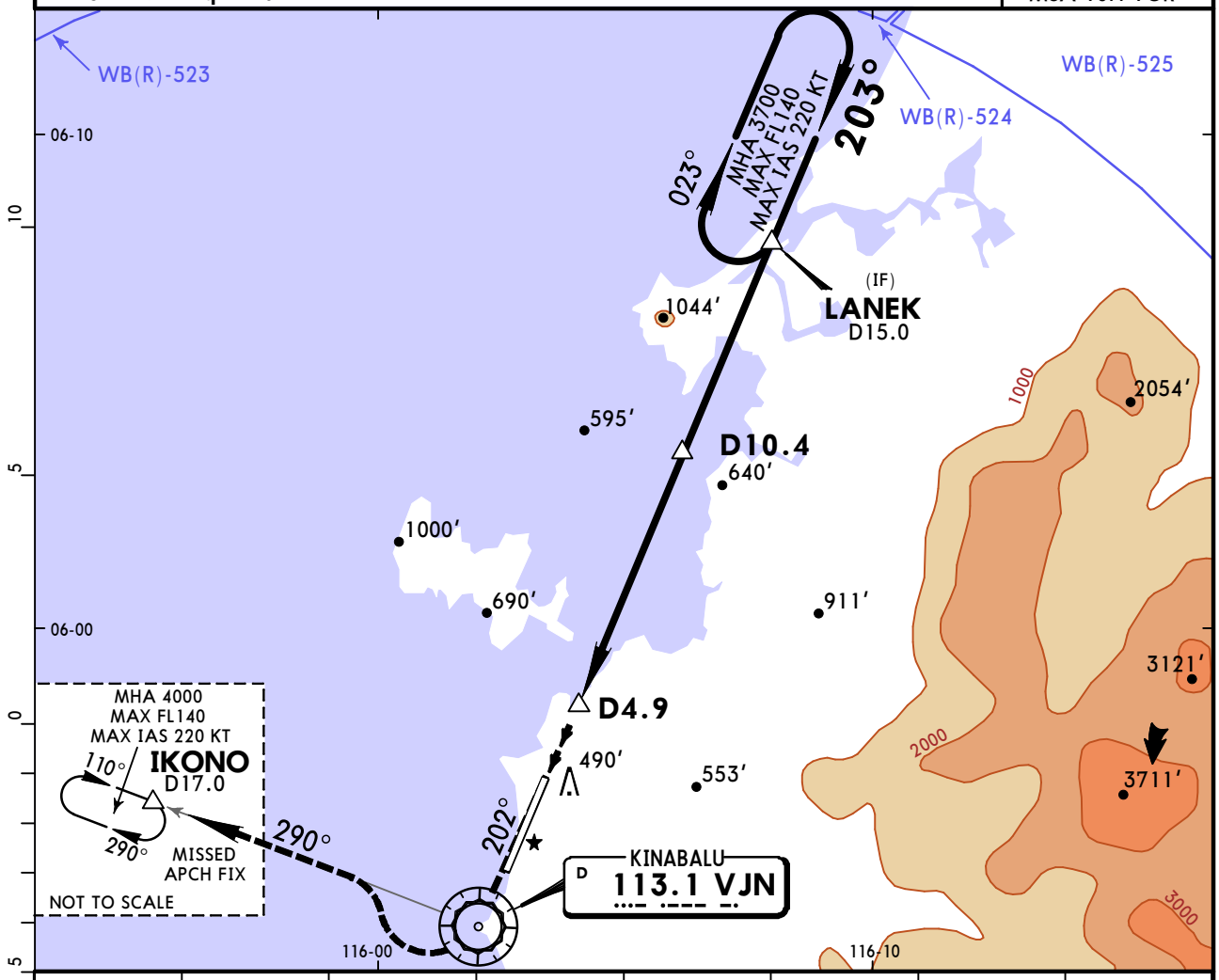
VOR VJN	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 18′
113.1	203°	D10.4 2300′(2289′)	630′(619′)	Rwy 11′

MISSED APCH: Climb on track 202°, on passing VJN VOR, turn RIGHT, track to IKONO hold, climb to 4000′, or as directed by ATC.

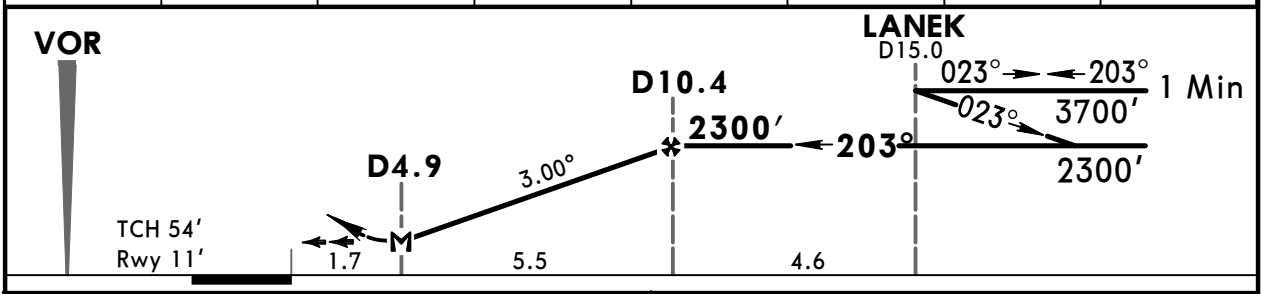
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 130 Trans alt: 11000′

1. **VJN DME required.**





VJN DME	4.9	5.4	6.4	7.4	8.4	9.4	10.4
ALTITUDE	630′	710′	1028′	1346′	1664′	1982′	2300′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D4.9 or D10.4 to MAP	5.5	4:43	3:40	3:18	2:45	2:21	2:04

HIALS PAPI PAPI on 202° VJN 113.1

STRAIGHT-IN LANDING RWY 20

MDA(H) 630′(619′)

HIALS out

A	3200m
B	
C	
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	850′(832′) -3200m
135	
180	1300′(1282′) -3700m
205	1600′(1582′) -4600m

PANS OPS

CHANGES: MSA.

WBKK/BKI
KOTA KINABALU

JEPPESEN 30 DEC 16 (13-4)

KOTA KINABALU, MALAYSIA
VOR Y Rwy 20

ATIS	KINABALU Radar (APP)	KINABALU Tower	Ground
127.4	119.1	118.3	121.6

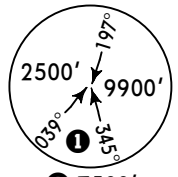
BRIEFING STRIP

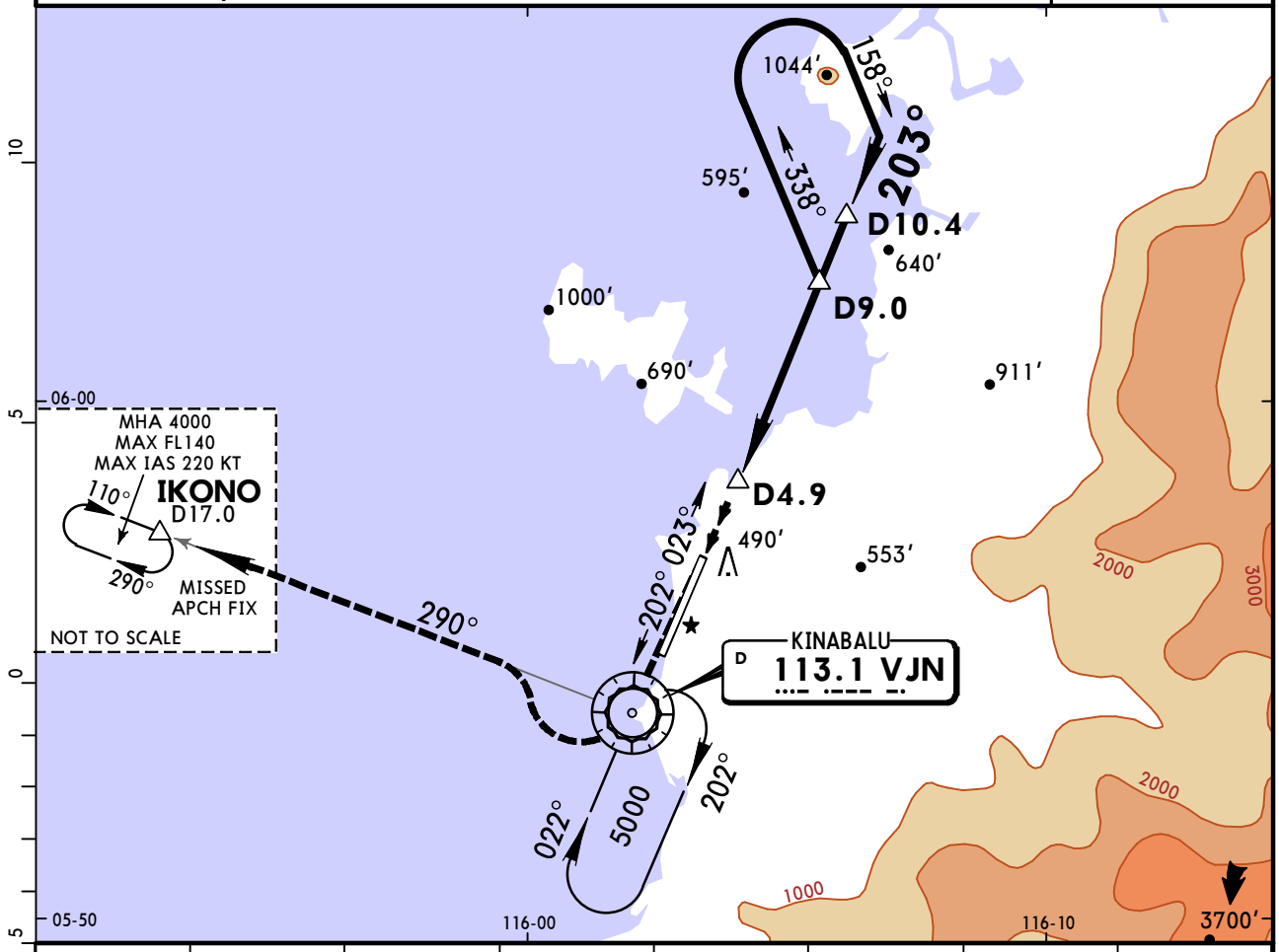
VOR VJN	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 18′
113.1	203°	D10.4 2300′(2289′)	630′(619′)	Rwy 11′

MISSED APCH: Climb on track 202°, on passing VJN VOR, turn RIGHT, track to IKONO hold, climb to 4000′, or as directed by ATC.

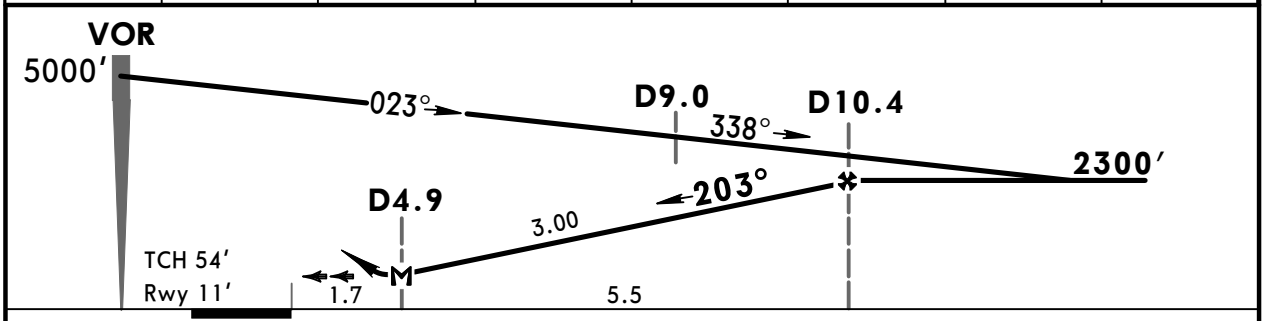
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 130 Trans alt: 11000′

1. VJN DME required.





VJN DME	4.9	5.4	6.4	7.4	8.4	9.4	10.4
ALTITUDE	630′	710′	1028′	1346′	1664′	1982′	2300′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D4.9 or D10.4 to MAP	5.5	4:43	3:40	3:18	2:45	2:21	2:04

HIALS PAPI PAPI on 202° VJN 113.1

PANS OPS

STRAIGHT-IN LANDING RWY 20

MDA(H) 630′(619′)

	HIALS out
A	3200m
B	
C	
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	850′(832′) -3200m
135	
180	1300′(1282′) -3700m
205	1600′(1582′) -4600m

CHANGES: MSA.

WBKK/BKI KOTA KINABALU

JEPPESEN 4 MAY 18 (16-1)

KOTA KINABALU, MALAYSIA LCTR Z Rwy 02

ATIS	KINABALU Radar (APP)	KINABALU Tower	Ground
127.4	119.1	118.3	121.6

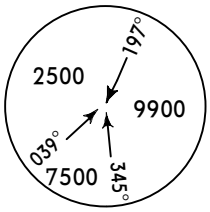
BRIEFING STRIP ™

Lctr	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 18′
JSL 400	022°	D7.0 2700′ (2685′)	410′ (395′)	Rwy 15′

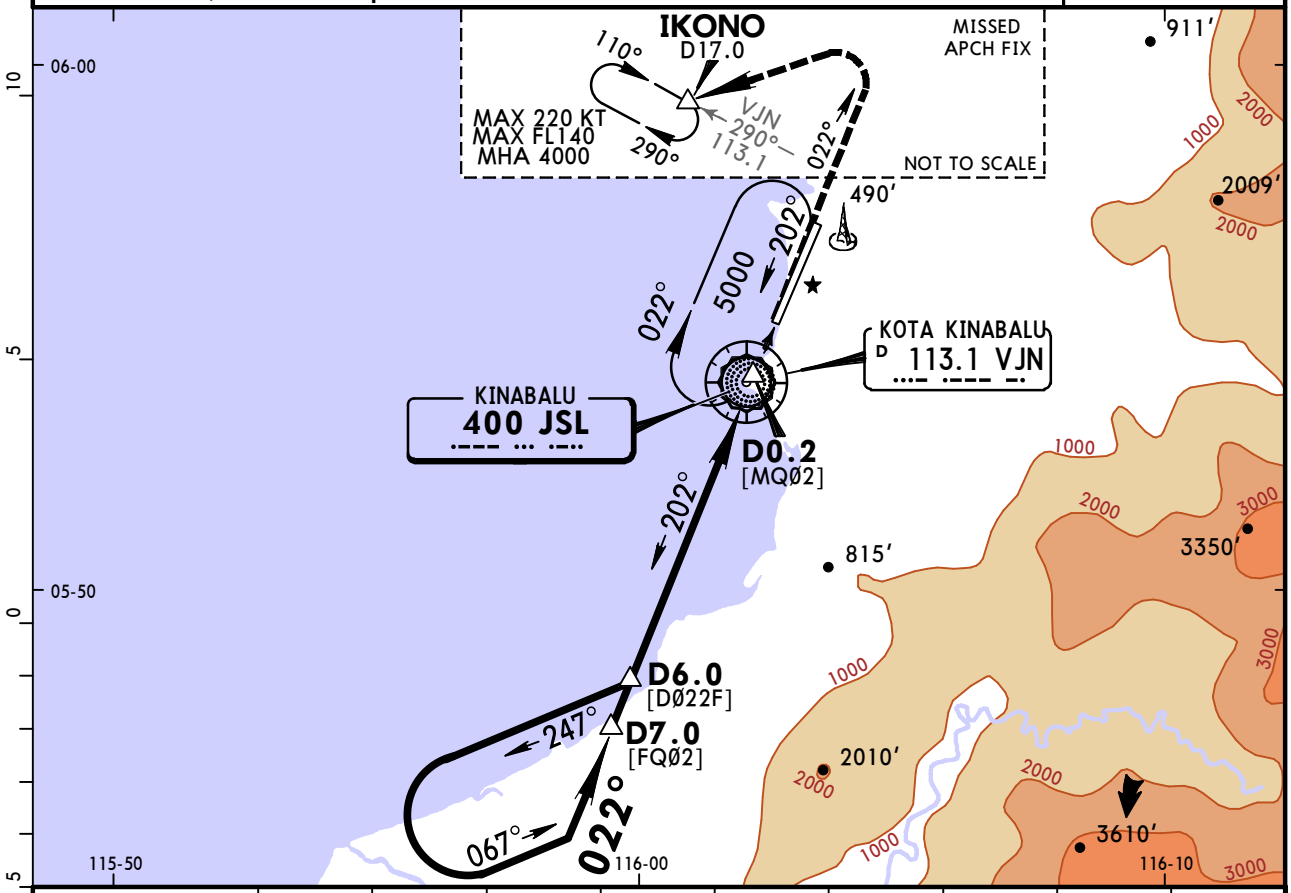
MISSED APCH: Climb on 022° to 1500′, turn LEFT, track direct to IKONO holding pattern. Climb to 4000′ or as directed by ATC.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 130 Trans alt: 11000′

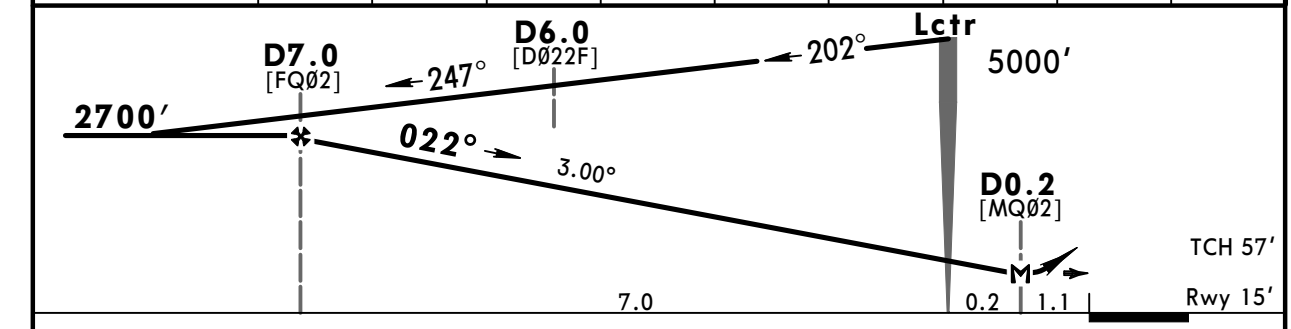
1. JSL Locator/VJN DME Required.



MSA VJN VOR



VJN DME	7.0	6.0	5.0	4.0	3.0	2.0	1.0	VOR	0.2
ALTITUDE	2700′	2382′	2064′	1746′	1428′	1110′	792′	474′	405′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.2 or FAF to MAP	7.2	6:10	4:48	4:19	3:36	3:05	2:42

HIALS PAPI PAPI

1500′ on 022°

PANS OPS

STRAIGHT-IN LANDING RWY 02

MDA(H) 410′ (395′)

	HIALS out
A	1400m
B	
C	2200m
D	1600m

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	850′ (832′) -2200m
135	850′ (832′) -2800m
180	1300′ (1282′) -3600m
205	1600′ (1582′) -4800m

CHANGES: JSL NDB/Lctr coords, circling minimums, CNF waypoints.

WBKK/BKI
KOTA KINABALU

JEPPESEN 4 MAY 18 (16-2)

KOTA KINABALU, MALAYSIA
LCTR Z Rwy 20

ATIS	KINABALU Radar (APP)	KINABALU Tower	Ground
127.4	119.1	118.3	121.6

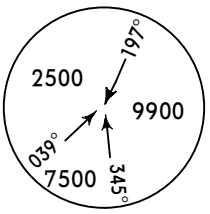
BRIEFING STRIP

Lctr	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 18′
JSL		D10.4		
400	202°	2300′ (2289′)	760′ (749′)	Rwy 11′

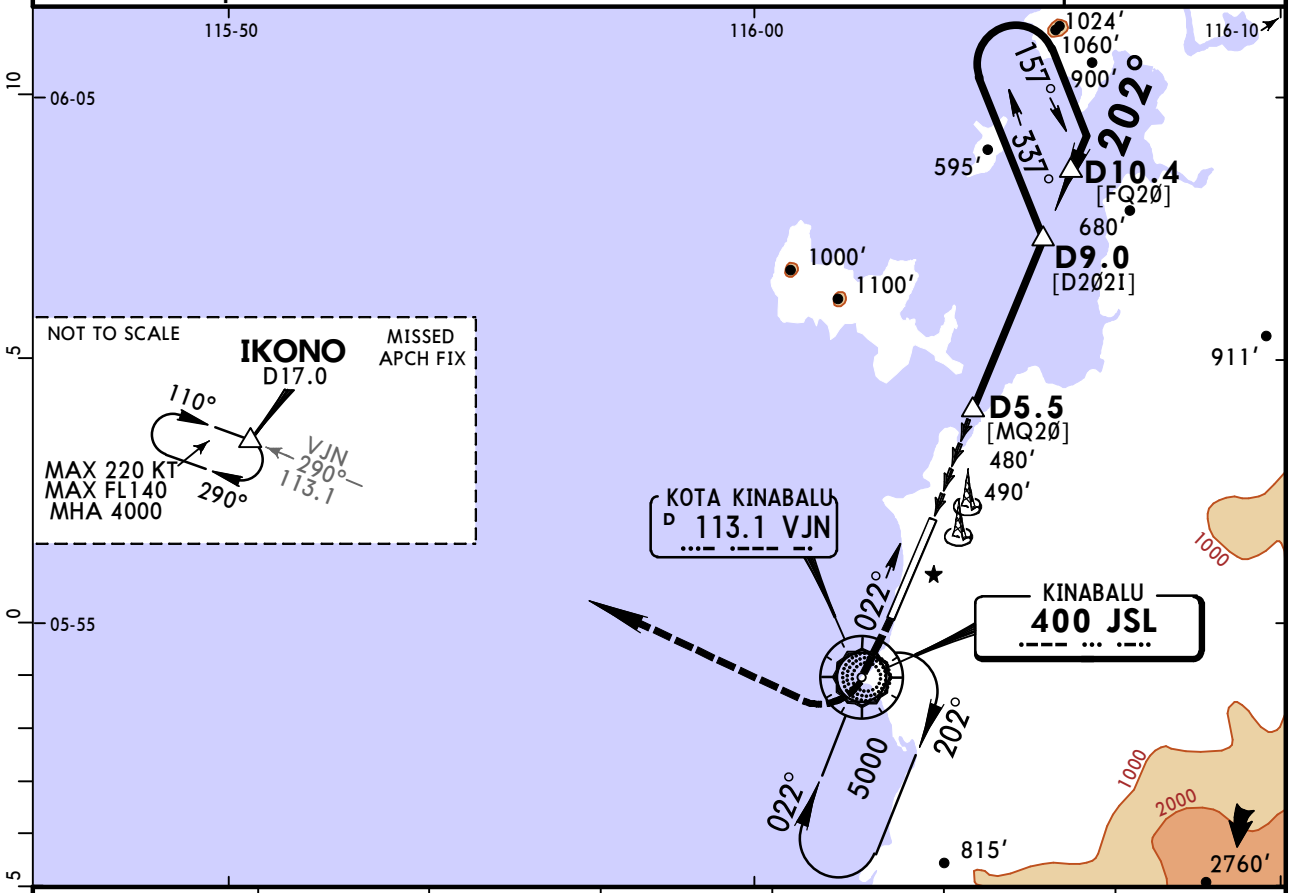
MISSED APCH: Climb on track 202°. On passing JSL Lctr, turn RIGHT and track to IKONO hold. Climb to 4000′ or as directed by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 130 Trans alt: 11000′

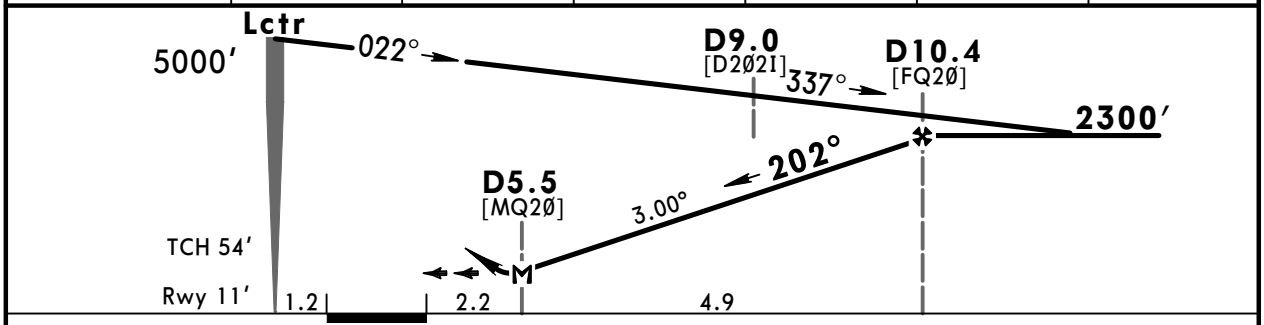
1. VJN DME Required.



MSA VJN VOR



VJN DME	5.5	6.4	7.4	8.4	9.4	10.4
ALTITUDE	760′	1028′	1346′	1664′	1982′	2300′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D5.5 or FAF to MAP	4.9	4:12	3:16	2:56	2:27	2:06	1:50

HIALS
PAPI PAPI
4000′ on 202°

PANS OPS

STRAIGHT-IN LANDING RWY 20

MDA(H) 760′(749′)

HIALS out

A	4100m
B	
C	
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	850′(832′) -4100m
135	
180	1300′(1282′) -4100m
205	1600′(1582′) -4800m

CHANGES: JLS NDB/Lctr coords, circling minimum, CNF waypoints.

Chart changes since cycle 21-2020

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

KOTA KINABALU, (KOTA KINABALU - WBKK)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport WBKK

Type: Terminal
Effectivity: Permanent
Begin Date: 20180323
End Date: No end date

(13-3) VOR Z RWY 20; (13-4) VOR Y RWY 20 VJN VOR/DME name to be read as 'KOTA KINABALU'.