

Contact

Post:

AERONAUTICAL
INFORMATION
SERVICES
DEPARTMENT OF CIVIL
AVIATION
NO. 27, PERSIARAN
PERDANA
LEVEL 1-4, PODIUM
BLOCK, PRECINCT 4,
62618 PUTRAJAYA
MALAYSIA

Tel: 6-03-8871 4000

Fax: 6-03-8881 0530

AFS: WMKKYAYS

Email: ais@dca.gov.my

URL: aip.dca.gov.my

AIC for Malaysia



AIC
03/2014
Effective from 29 JAN 2014
to PERM
Published on 29 JAN 2014

KUALA LUMPUR FLIGHT INFORMATION REGION IMPLEMENTATION OF SIMULTANEOUS PARALLEL OPERATIONS AT KL INTERNATIONAL AIRPORT

1 PURPOSE

1.1 The purpose of this Circular is to provide information concerning Simultaneous Parallel Departures and Simultaneous Parallel Approaches operational framework.

2 SIMULTANEOUS PARALLEL DEPARTURES (SPD)

2.1 The SIDs design permits simultaneous departures from every pair of runways because the departure tracks diverge more than 15 degrees, complying with DOC 9613 requirements.

2.2 A minimum of 3 NM surveillance separation will be observed between successive departures from the same runway.

2.3 The following conditions are required in the application of this standard between succeeding departing aircraft:

- ATS surveillance systems are used in the provision of aerodrome control service to establish surveillance separation between succeeding departing aircraft;
- the application is between aircraft with homogenous performances or if the preceding aircraft is faster than the following;
- vertical separation shall be applied between successive departures when the following aircraft has a closing airspeed.

2.4 Straight departures are available for RWY 15/33 and can be issued tactically to shorten some flight paths; However, when such departure procedures applied, SPD are not permitted.

2.5 Radar departures are available and can be issued to achieve operational efficiency or in case of VKL VOR/DME failure. SPD are still permitted if the appropriate heading instructions are issued.

3 SIMULTANEOUS PARALLEL APPROACHES (SPA)

3.1 The primary purpose of the implementation of simultaneous operations on parallel or near parallel instrument runways is to increase aerodrome capacity.

3.2 During independent approaches, no radar separation is required among aircraft already established on different localizers.

3.3 All arriving aircraft shall be notified when parallel approaches are in force. This information may be provided through the automatic terminal information service (ATIS) broadcasts.

3.4 A minimum vertical separation of 1000FT or a minimum of 3 NM radar separation shall be provided between aircraft until both aircraft are established on ILS localizer course and within the Normal Operating Zone (NOZ).

3.5 The STARs designed for each pair of runways at WMKK permit SPA operations, because their vertical paths are separated by 1000FT until the aircraft are established on the localizer course inside the NOZ.

3.6 Each pair of parallel approaches has a "high side" and a "low side" reference altitude for vectoring to establish, with the aim to provide vertical separation until the aircraft are established inbound on their respective parallel ILS localizer course. For this reason it is paramount for the flights to be established at "high side"/"low side" before receiving vectors for final.

4 BREAK OUT MANOEUVRE

4.1 If an aircraft is observed to deviate from its course towards the No Transgression Zone (NTZ) boundary, the appropriate monitoring ATCO will instruct the aircraft to return immediately to the correct ILS localizer course.

4.2 When aircraft is observed to penetrate the NTZ, the relevant monitoring ATCO will instruct the aircraft on the adjacent localizer course to immediately climb and turn to an assigned altitude and heading in order to avoid the deviating aircraft.

4.3 the phraseology to be adopted will be:

- in case of deviation from the localizer:
YOU HAVE CROSSED THE LOCALIZER. TURN LEFT (or RIGHT) IMMEDIATELY AND RETURN TO THE LOCALIZER;
- for avoidance action when an aircraft is observed penetrating the NTZ:
"TURN LEFT (or RIGHT) HEADING (three digits) IMMEDIATELY TO AVOID TRAFFIC [DEVIATING FROM ADJACENT APPROACH], CLIMB TO (altitude)".

4.4 However, the monitoring ATCO may opt to cancel the ILS clearance to the threatened aircraft with an instruction to maintain an appropriate altitude when the following conditions are met:

- a. the intruder aircraft is the one at the Low Side altitude;
- b. vertical separation exists.

4.5 No heading instruction will be issued when the aircraft is at or less than 2 NM from the threshold.

DATO' AZHARUDDIN ABDUL RAHMAN.

Director General

Department of Civil Aviation

Malaysia