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**TAXI ROUTES**
**1 Standard Taxi Routes.**

1.1 Standard outbound/inbound taxiing routes will be used under most circumstances. Examples of the phraseology used is as follows:

Standard Routes.

Departures.

Apron: 'C/S, taxi to holding point Rwy 32R via standard route,' (If required hold short of Taxiway.....)

GMC: 'C/S, continue taxi to Holding Point Alpha 11 Rwy 32R'

Arrivals.

GMC: 'C/S, taxi to stand Charlie 33 via standard route' (if required hold short of Taxiway.....)

Apron: 'C/S, taxi to stand Charlie 33'

1.2 Progressive taxi instructions may be issued if a Non-standard taxiway/intersection is to be used for any part of route. Examples of the phraseology used is as follows:

Non-standard Routes.

Departures.

Apron: 'C/S, taxi to holding point Rwy 32R via Tango 4, Foxtrot, Hold short of Bravo.'

GMC: 'C/S, taxi to holding point Alpha 9 Rwy 32R via Alpha,'

Arrivals.

GMC: 'C/S, taxi to stand Alpha 6 via Charlie and Delta 2, hold short of Golf.'

Apron: 'C/s, continue taxi to stand Alpha 6 via Golf, Foxtrot 6, Tango 6 and Tango 7.'

1.3 Arriving aircraft, after landing and clearing the runway, will normally be transferred to Surface Movement Control (SMC), who will specify the taxi route to be taken and the aircraft stand allocation.

1.4 Pilots not familiar with the taxi routes may request guidance from ATC.

**2 TAXI ROUTES AND RESTRICTIONS**

2.1 With the completion of the upgrading works, the standard taxi routes as detailed in AIP Malaysia Volume 2 WMKK AD 2-29 (AD2-29.1 to AD 2-29.16) are revised and the specific A380 taxi routes are included. The details are shown on the relevant charts attached.

2.2 Aircraft holding at all Runway Holding Points are to ensure that the aircraft nose shall be exactly over the Runway Holding Point to ensure adequate clearance with other aircraft taxiing behind.

2.3 Code C aircraft (maximum fuselage length of 45m) holding at Runway Holding Points, except Runway Holding Points A4-A7 and C5-C8, is clear of Code E or F aircraft (maximum wing span of 80m) taxiing behind.

2.4 Code E or F aircraft holding at Runway Holding Points, except Runway Holding Points A4-A7 and C5-C8, is clear of Code C aircraft (maximum wing span of 36m) taxiing behind.

2.5 In the event that Code F aircraft require to use Code E Taxiways, pilots shall be aware of the following :

- a) risk of debris injection into the outer engines;
- b) outer engines to be on idle power.

2.6 Intermediate Holding Positions on Taxilanes S1, S2, S3, S4, S5, S6, S7, S8, H3 and H5 are Code F compliance.

2.7 Other Intermediate Holding Positions are not Code F compliant including Intermediate Holding Positions between Taxiways A and B, Taxiways C and D, Taxiways F and G.



**TAXIWAY ROUTES - ARRIVALS (RUNWAY 14L)**

All aircraft to vacate runway via intersections A6 or A7. Exits via A8, A9, and A11 may be approved on request

| <b>RUNWAY</b> | <b>APRON</b>                 | <b>GATES</b>   | <b>TAXI ROUTE DETAIL</b>   |
|---------------|------------------------------|--|--|
| <b>14L</b>    | MAIN (MS)<br>122.15          | A2 - A14<br>(EVEN NOS)<br>& A51, A52, A53, A54             | Exit onto A then:<br>B8/B11/B13 (Turn right onto B - if required)<br>F, T5, T7   |
|               | MAIN (MW)<br>122.15          | A3 - A13<br>(ODD NOS)                                      | Exit onto A then:<br>B8, F, T6, T9, T8   |
|               | MAIN (MN)<br>122.15          | B3 - B23<br>(ODD NOS)<br>includes stands<br>B61, B62 & B63 | Exit onto A then:<br>B6/B8 (Turn right onto B - if required) T1, T2<br>B747 for stands B61/B62/B63: B8/B11/B13<br>(Turn right onto B - if required) T2, T3   |
|               | MAIN (ME)<br>122.15          | B2 - B16<br>(EVEN NOS)<br>& B51, B52, B53, B54             | Exit onto A then:<br>B8/F/T4, T2   |
|               | VIP<br>122.15                | A61, A62 & A63   | Exit onto A, then:<br>B8/B11/B13 (Turn right onto B - if required)<br>F, T6, T7, D, T13  |
|               | SATELLITE<br>(SS)<br>122.27  | C1, C3, C7,<br>C32, C34, C36, C38,<br>C51, C52, C53        | Exit onto A then:<br>B14, K, H5, H, S5, S9, (S4, dependant on stand #)   |
|               | SATELLITE<br>(SW)<br>122.85  | C2, C4, C6,<br>C11, C13, C15,<br>C61, C62                  | Exit onto A then:<br>B8/B11/B13 (Turn right onto B - if required) F,<br>F4, S6, S10, (S7, dependant on stand #)  |
|               | SATELLITE<br>(SN)<br>122.85  | C12, C14, C16, C18,<br>C21, C23, C25,<br>C72, C73, C74     | Exit onto A then:<br>B8/B11/B13 (Turn right onto B - if required) F, F2,<br>S8, (S1, dependant on stand #)<br>A380; Exit onto A via A7, A10 or A11 then:<br>B9/B12/B13 (Turn right onto B - if required) G, S8, S1 |
|               | SATELLITE<br>(SE)<br>122.27  | C22, C24, C26, C28<br>C31, C33, C35<br>C81, C82, C83       | Exit onto A then:<br>B11/B13, B, S2 (S3 dependant on stand #)  |
|               | SATELLITE<br>(C17)<br>122.85 | C17  | Exit onto A then:<br>B8/B11/B13 (Turn right onto B - if required) F, F4, G<br>A380; Exit onto A via A7, A10 or A11 then:<br>B9/B12/B13 (Turn right onto B - if required) G   |
|               | SATELLITE<br>(C27)<br>121.65 | C27  | Exit onto A then: B11/B13, B<br>A380: Exit onto A via A7, A10 or A11 then;<br>B9/B12/B13 onto B  |
|               | SATELLITE<br>(C37)<br>122.27 | C37  | Exit onto A then: B14, K, H5, H<br>A380: Exit onto A via A7, A10 or A11 then:<br>B9/B12/B13 (Turn onto B - if required) H  |
|               | CARGO (CS)<br>121.8          | F8, F9, F10, F11   | Exit onto A then:<br>B14, K, E   |
|               | CARGO (CW)<br>123.25         | F1 - F7  | Exit onto A then:<br>B14, K  |
|               | CARGO (CN)<br>123.25         | F21 - F23<br>F51 - F58<br>F61 - F68                        | Exit onto A then: B14, K (K1 or K2 dependant on<br>stand#)   |
|               | CARGO (CE)<br>123.25         | F71 - F78<br>F81 - F88<br>F91 - F98                        | Exit onto A then:<br>B14, B (N1/N2), L1/L2/L3 dependant on stand #)  |