

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

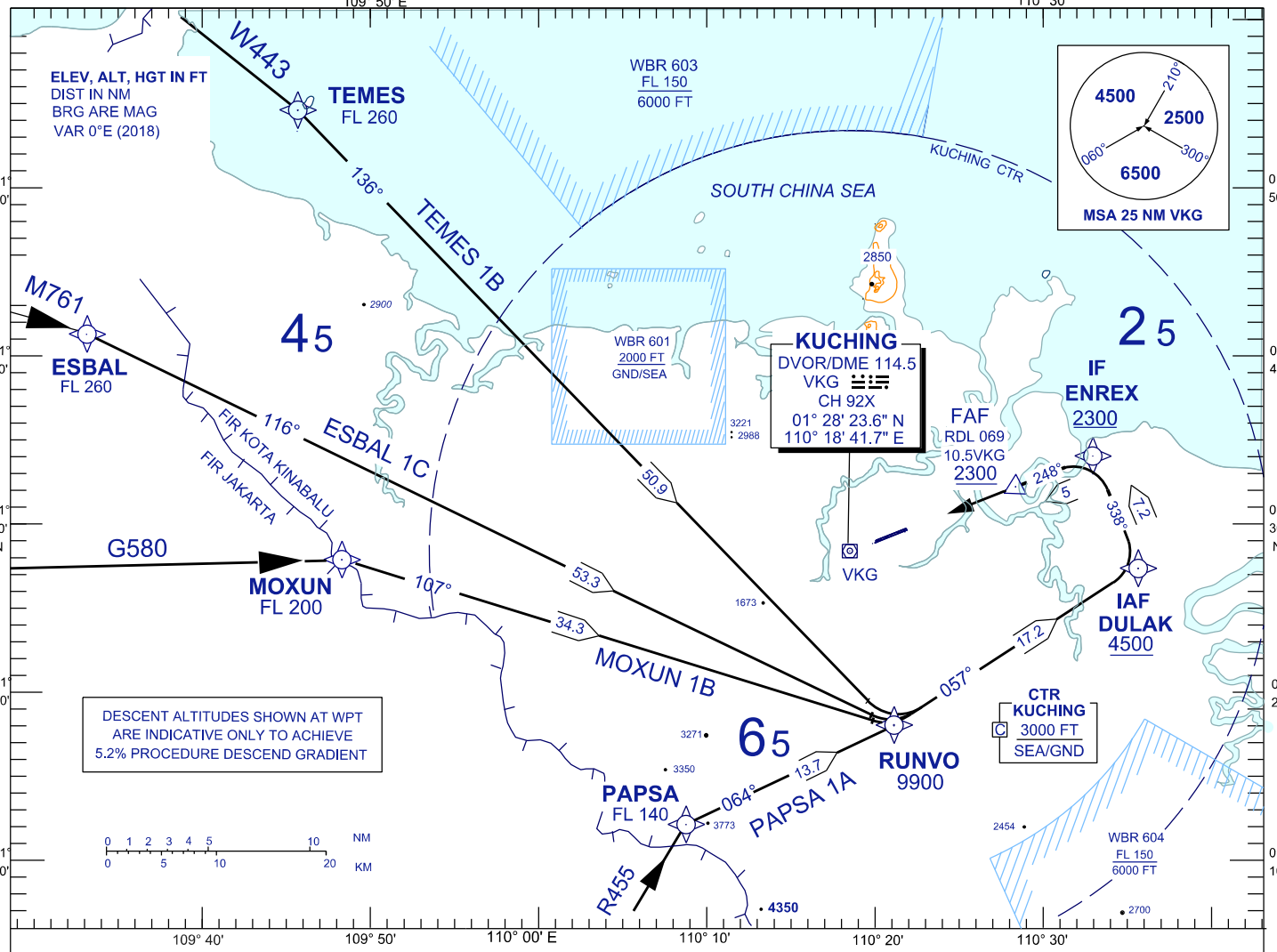
TWR	118.1 (P)	SMC	121.9
	121.7 (S)	ATIS	128.4
APP	120.2 (P)	FIS	134.75
	123.85 (S)		
ACC	134.5 (P)		
	125.35 (S)		

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

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

BANK ANGLE : 25° OR 3°/SEC

TRANSITION ALTITUDE
11,000 FT



DESCENT ALTITUDES SHOWN AT WPT
ARE INDICATIVE ONLY TO ACHIEVE
5.2% PROCEDURE DESCEND GRADIENT

TRANSITIONS

- 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

DULAK ARRIVAL :

- FROM ENREX INTERCEPT LLZ RWY 25 OR INTERCEPT RDL 070 VKG

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.

CHANGES : AMEND CHART TITLE DULAK ARRIVAL TO READ AS PAPSA 1A, TEMES 1B, MOXUN 1B, ESBAL 1C.