

# **SAFETY INFORMATION 14/2024**

18<sup>th</sup> October 2024



## **ADHERENCE TO SPEED RESTRICTIONS AT KUALA LUMPUR INTERNATIONAL AIRPORT (KLIA)**

### **1 Purpose**

- 1.1 This Safety Information (SI) aims to emphasise the importance of strict adherence to Air Traffic Control (ATC) clearances by pilots with regard to speed restriction on Standard Instrument Arrival (STAR) and Final Approach for arrivals into Kuala Lumpur International Airport (KLIA). SI 7/2024 issued by CAAM on 2<sup>nd</sup> April 2024 is related.
- 1.2 In this SI:
- a) “ATC clearance” shall refer to authorisation for an aircraft to proceed under conditions specified by an air traffic control unit.
  - b) “Standard Instrument Arrival (STAR)” shall refer to designated instrument flight rule (IFR) arrival route linking a significant point, normally on an ATS route, with a point from which a published instrument approach procedure can be commenced.

### **2 Background**

- 2.1 At high-density airports such as Kuala Lumpur International Airport (KLIA), strict adherence to speed restrictions by pilots is paramount due to the substantial volume of arriving traffic. Maintaining precise arrival spacing is essential for the safe and efficient management of traffic, particularly as the Approach Controller handles a large volume of aircraft on the frequency. Pilots are expected to follow the published speed limits, as doing so reduces radio communication congestion and helps keep the workload manageable for both pilots and air traffic controllers.
- 2.2 Moreover, adherence to these speed restrictions not only enhances safety but also optimises operational efficiency. It helps prevent occurrences such as unnecessary go-around or the need for tactical re-sequencing of aircraft, both of which are operationally disruptive and not favoured by airlines.

2.3 The present speed restrictions for KLIA are as stipulated;

- a) In the relevant published KLIA Approach chart (i.e. Standard Instrument Arrival, STAR and Instrument Approach Procedure, IAP);
- b) In AIP Malaysia, Part 3 Aerodrome (AD) 2.22 WMKK Flight Procedures, paragraph 2.22.5.5.2, which reads;

*The speed restrictions of 250 KT IAS below 10 000 FT is now applicable unless ATC issues the instruction "maintain high speed"*

- c) In AIP Malaysia, Part 3 Aerodrome (AD) 2.22 WMKK Flight Procedures paragraph 2.22.5.5.1, which reads;

*Pilots shall adopt the following speeds when notified that the STAR is cancelled:*

1) *Under radar vectors:*

- *250 KIAS on passing 10 000FT;*
- *220 KIAS on turning base;*
- *185 KIAS on turning to intercept the localizer;*
- *160 KIAS from 10NM until 5NM to touchdown*

2) *Own navigation to intercept the final approach track:*

- *250 KIAS on passing 10 000FT;*
- *220 KIAS 20 track miles from touchdown;*
- *185 KIAS 15 track miles from touchdown;*
- *160 KIAS from 10NM until 5NM to touchdown.*

- d) In the published NOTAM A2389/24, which reads;

*A2389/24 NOTAMN Q) WMFC/QPICH/I/NBO/A/000/999/0244N10141E005  
A) WMKK B) 2407010348 C) PERM E) PILOT SHALL MAINTAIN SPEED  
160 KIAS AT 10NM UNTILL 5NM TO TOUCHDOWN, and;*

- e) As instructed by the air traffic controller.

### **3 Pilots Obligations**

3.1 Pilots are reminded to ensure that they fully understand and comply with the speed restriction in the published AIP, or any clearances issued by the air traffic controller.

3.2 In instances where pilots are unable to comply with the speed restrictions outlined in paragraph 2.5 above, it is essential that they promptly notify Lumpur Air Traffic Control (ATC), providing the reasons for non-compliance. Pilots should request alternate clearance to ensure that any deviation from the established procedures is managed efficiently and safely, minimising disruption to air traffic operations.

## **4 Air Traffic Controllers Obligations**

- 4.1 Air traffic controllers must maintain a high level of vigilance in ensuring aircraft compliance with assigned clearances. In the interest of safety, should deviations be detected, immediate intervention may be necessary. In cases of non-compliance, air traffic controllers are required to submit a formal report through the CAAM Aviation Reporting System (CAREs) for further investigation and appropriate follow-up actions.
- 4.2 At the air traffic controller's discretion, tactical cancellation of the approach clearance for non-compliant aircraft may be necessary. This measure ensures that compliant aircraft are not penalised, thereby maintaining safety and operational efficiency in the airspace.

## **5 Monitoring and Compliance**

- 5.1 Civil Aviation Authority of Malaysia (CAAM) remains steadfast in its commitment to ensuring pilots' adherence to ATC clearances and will continue to closely monitor compliance among crew members.
- 5.2 Airlines and aircraft operators are strongly encouraged to reinforce the significance of adherence to ATC clearances and speed restriction among their crew members to ensure the safe management of air traffic across Malaysian airspace.



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18 October 2024