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**AIRAC AIP SUP
47/25**
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to UFN**
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**TRIAL IMPLEMENTATION OF ATFM MEASURE WITH
CALCULATED TAKE-OFF TIME (CTOT) FOR DEPARTURES FROM
KOTA KINABALU (KK) FIR TO KUALA LUMPUR INTERNATIONAL AIRPORT (WMKK)**

1 INTRODUCTION

- 1.1 This AIRAC AIP Supplement is to notify the airline operators regarding the trial implementation of an ATFM Measure with Calculated Take-Off Time (CTOT) assignment for all IFR departures from Kota Kinabalu (KK) FIR airports to Kuala Lumpur International Airport (WMKK), effective from 0000 UTC on 4th September 2025 until further notice.
- 1.2 This trial will be implemented subject to traffic congestion bound to Kuala Lumpur International Airport (WMKK).

2 PURPOSE

- 2.1 To regulate air traffic demand into WMKK during periods of anticipated high arrival demand exceeding available airport/airspace capacity.
- 2.2 To ensure an orderly and safe arrival sequence, improving predictability and optimizing the use of available resources.

3 SCOPE

- 3.1 Applicable Flights:
- 3.1.1 All IFR departures from airports within Kota Kinabalu FIR (exclude Brunei) destined for Kuala Lumpur International Airport (WMKK).
- 3.2 Exemptions:
- 3.2.1 State aircraft, Search and Rescue (SAR) missions, MEDEVAC, and Emergency flights (STS/indicator required in FPL Item 18).
- 3.2.2 ENR 1.10 Flight Planning, para 1.10.1.18.
- 3.2.3 Other exemption must be requested from **KLATCC ATFM Taskforce**.

4 PROCEDURES

- 4.1 CTOT Assignment and Notification:
- 4.1.1 CTOTs will be calculated based on the expected demand and acceptance rate.
- 4.1.2 Operators will receive CTOTs through the direct email notification, or via their ATFM Focal Point.
- 4.1.3 CTOTs (Calculated Take-Off Times) will be issued as early as 3 hours (H-3) and no later than 90 minutes before the Estimated Off-Block Time (EOBT).

- 4.2 Compliance Window:
- 4.2.1 Departures are required to adhere to CTOT with a tolerance of -5 to +5 minutes.
- 4.3 Enforcement:
- 4.3.1 Flights attempting departure outside the compliance window may be subject to re-sequencing or departure delay by ATS units.
- 4.4 Slot Revision:
- 4.4.1 Updated CTOTs via email and (Slot Revision Messages - SRMs) may be issued dynamically based on real-time weather, runway availability, or operational conditions.

5 WORKING FLOW TIMELINE

| Time Phase | Action |
|-----------------------------|--|
| D-1 (Pre-Tactical Day) | Demand and capacity forecast, tentative program notification |
| H-3 (3 hours before) | CTOT calculation and publication |
| H-2 (2 hours before) | Readiness confirmation from operators and ATC |
| H-1 (1 hour before) | Final slot validation, issue revisions if necessary |
| H0 (Start Time) | CTOT compliance and GDP activation |
| H+X (Post-Start Monitoring) | Continuous flow monitoring, slot revision if necessary |

6 COMMUNICATIONS

- 6.1 The KLATCC ATFM Taskforce will be the focal point for all coordination regarding CTOT issuance, revisions, and GDP implementation.
- 6.2 Contact Information:
- 6.2.1 **WMKK Arrival KLATCC ATFM Taskforce:**
 TEL: +60 11 65061822
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- 6.2.2 **KK ACC Flow Management Position (FMP):**
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- 6.2.3 **KCH ATCC ATFM Person-in-Charge (PIC):**
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7 VALIDITY

- 7.1 This AIRAC AIP Supplement will remain in force until further notice. Any updates, changes and cancellation to this AIRAC AIP Supplement will be notified through NOTAM.

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