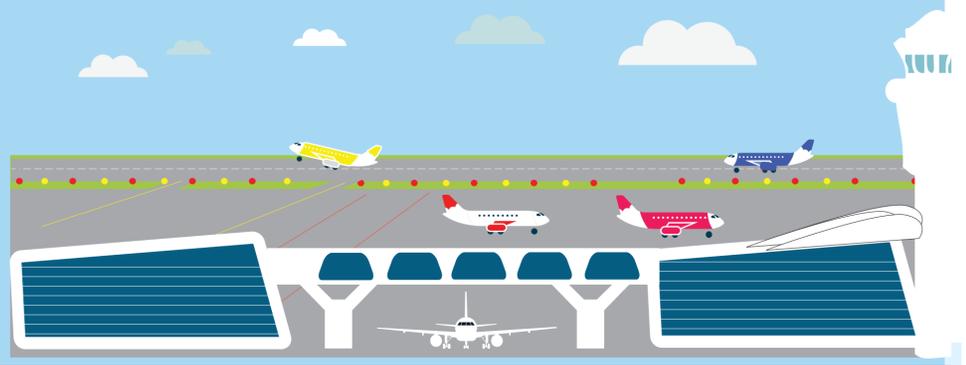


# NO COMPROMISE ON SAFETY AT klia2



## Safety at klia2

Prior to the commercial opening of klia2, the terminal had received all required safety certifications



17 April 2014

**Certificate of Completion and Compliance (CCC)** by the relevant regulatory bodies which certifies that the terminal building is safe for operations.

23 April 2014

**Aerodrome Certificate** by the Department of Civil Aviation which certifies that the terminal complies to ICAO Annex 14 and Airport Standards Directive with regards to its runway, parking apron, taxiways, terminal building structures and surrounding areas.



klia2 had also undergone independent safety evaluation to confirm that the terminal and the related infrastructure is safe for operations, as follows:

**Evaluation on Safety Issue of klia2 by IKRAM Premier Consulting** that covers Airport Runway, Taxiway and Parking Apron, Terminal Building Structures and Surrounding Areas.



**ICAO Project Report on Compliance of the Apron, Runway and Taxiway; and Associated Movement Area at klia2.**

## klia2 at a Glance (as at July 2015)

Passengers traffic has grown as much as

**7.0%**  
since opening  
in May 2014

The transfer or fly-through passengers have **doubled** due to its much better facilities

**500 flight** movements daily, a **20% increase** from the daily flight average in April 2014\*  
(\*The last month of operations in LCCT)

**76 parking bays**

airlines utilisation

day **35 bays**      night **60 bays**  
for night stop parking

**KLIA** NEXT GEN HUB

which includes

**klia 2**

is the only airport in Southeast Asia that operates a 3-independent runway system – RWY1, RWY2 & RWY3

The runways can serve as a backup to each other in the event that a runway is closed for scheduled maintenance

RWY3 allows airlines operating at klia2 less holding time before being cleared for landing

**11 airlines** operating at klia2

