

three times a week and the Pan-Malaysian Air Service which operates a weekly flight from Malacca to Pekan Baru, Sumatra. The runway can only accommodate small aircraft such as the Fokker 27 and Dornier 228 at the moment. The airport is used extensively by the Malaysian Flying Academy and the armed forces for paratroop training.

If the extension plans comes to fruition, the State Government of Malacca plans to bring in chartered flights from Hong Kong, Taiwan and Singapore. However, to date there have been no steps taken to conduct feasibility studies or to take other action towards implementation.

With regard to the other airports in Peninsular Malaysia, there are no plans for major renovations other than small improvements and replacement of equipment such as navigation systems, fire-fighting vehicles and security equipment.

### 1.3.2 Airport Development Projects in East Malaysia

#### . Sarawak

The Government of Sarawak has approved the construction of a new airport for Sibu capable of handling B737 flights. The cost of the project is estimated at approximately C\$43.5 million. The consultants for the project are a local firm, Minko, who have completed the detailed designs. The Government is at the stage of inviting tenderers for the project which is expected to commence later in 1990 and is due for completion in 1992.

There are plans to construct a new airport in Bintulu. However these plans have yet to be approved by the Federal authorities. Bintulu currently has an airport which is capable of handling only F27 operations during daylight hours. Since the present airport is located in the middle of the town, there is very little scope for improvement and the only viable solution would be to build a new airport in a new location.

#### . Sabah

The airport in Tawau is currently capable of handling Boeing 737 flights but the runway is not long enough to enable B737 aircraft to operate at its maximum takeoff weight. Plans have been drawn up in the past to build a new airport at a new location since the present airport is located very close to town (and therefore there is very little scope for expansion). These plans have yet to be approved.

As is the case with Bintulu airport, the Lahad Datu airport in Sabah is capable of handling only F27 operations during daylight hours. There is little scope for improvement to the present airport due to the close proximity of the airport to the town. However, the traffic handled at the Lahad Datu airport has been quite static for the past few years. This could be attributed to the diversion of traffic from air to road transport following the completion of new roads linking Lahad Datu with Sandakan and