WMKK (Kuala Lumpur Intl - Sepang)

General Info
Kuala Lumpur, MYS
N 02° 44.6’ E101° 41.9’ Mag Var: 0.0°W
Elevation: 70’
Public, Control Tower, IFR, No Fee, No Customs
Time Zone Info: GMT+8:00 no DST

Runway Info
Runway 14L-32R  13186’ x 197’ concrete
Runway 14R-32L  13123’ x 197’ concrete

Runway 14L  (146.0°M)  TDZE 55’
   Lights: Edge, ALS, Centerline, REIL, TDZ
Runway 14R  (146.0°M)  TDZE 54’
   Lights: Edge, ALS, Centerline, REIL, TDZ
Runway 32L  (326.0°M)  TDZE 48’
   Lights: Edge, ALS, Centerline, REIL, TDZ
Runway 32R  (326.0°M)  TDZE 70’
   Lights: Edge, ALS, Centerline, REIL, TDZ

Communications Info
ATIS 126.45
Lumpur Tower 118.8
Lumpur Ground Control 121.65
Lumpur Ground Control 123.25
Lumpur Ground Control 122.85
Lumpur Ground Control 122.275
Lumpur Ground Control 122.15
Lumpur Ground Control 121.8
Lumpur Ramp/Taxi Control 123.25
Lumpur Ramp/Taxi Control 122.85
Lumpur Ramp/Taxi Control 122.275
Lumpur Ramp/Taxi Control 122.15
Lumpur Ramp/Taxi Control 121.8
Lumpur Ramp/Taxi Control 121.65
Lumpur Clearance Delivery 122.7
Lumpur Approach Control 119.45
Lumpur Approach Control 124.2
Lumpur Director (Approach Control Radar) 125.1

Notebook Info
ARRIVAL SPEED RESTRICTIONS

1. SPEED RESTRICTIONS

1.1 FLOW management is used to regulate traffic destined for Kuala Lumpur Intl-Sepang. The flow control sequencing action may include:
   a) Speed control;
   b) RADAR vectoring; and
   c) Holding.

1.2 Speed restrictions of 250 KIAS below 10,000’ is now applicable unless ATC issues the instruction “Maintain high speed”.

1.3 Pilots can EXPECT the following instructions from ATC prior to top of descent:

<table>
<thead>
<tr>
<th>ATC instruction</th>
<th>PILOT action</th>
</tr>
</thead>
<tbody>
<tr>
<td>“Descend at (xxx) knots”</td>
<td>Descend at (xxx) KIAS, reduce speed to 250 KIAS on passing 10,000’ and thereafter follow speeds depicted on the STAR.</td>
</tr>
<tr>
<td>“Maintain high speed”</td>
<td>Maintain as high a speed as possible consistent with aircraft performance profiles/airline Standard Operating Procedures (Speed restriction of 250 KIAS below 10,000’ does not apply).</td>
</tr>
<tr>
<td>“Hold at (xxx), leave at (time)”</td>
<td>Hold at (xxx), leave at (time or up to a minute before) at 250 KIAS and thereafter follow speeds depicted on the STAR.</td>
</tr>
<tr>
<td>“Resume normal speed”</td>
<td>If below 300 KIAS above 10,000’, increase speed to 300 KIAS, reduce speed to 250 KIAS on passing 10,000’ and thereafter follow speeds depicted on the STAR.</td>
</tr>
<tr>
<td>No speed instructions issued</td>
<td>Descend at 300 KIAS, reduce speed to 250 KIAS on passing 10,000’ and thereafter follow speeds depicted on the STAR.</td>
</tr>
</tbody>
</table>

1.4 Pilots wishing to descend at their calculated economic speeds that differ from those issued by ATC shall notify ATC. These flights may lose their slots in the flow sequence.

2. SPEED LIMITATION POINTS ON STAR

(Refer to the appropriate STAR).

3. SPEED LIMITATION POINTS WHEN STAR IS CANCELLED

3.1 Pilots shall adopt the following speeds when notified that the STAR is cancelled:
   a) Under RADAR vectors
      • 250 KIAS on passing 10,000’;
      • 220 KIAS on turning base;
      • 180 KIAS on turning to intercept the localizer;
      • 180 KIAS from 10 NM until 4 NM to touchdown.
   b) Own navigation to intercept the final approach track
      • 250 KIAS on passing 10,000’;
      • 220 KIAS 20 track miles from touchdown;
      • 180 KIAS 15 track miles from touchdown;
      • 160 KIAS from 10 NM until 4 NM to touchdown.

3.2 ATC may issue other speeds to achieve a more accurate spacing, e.g. 220 KIAS prior to base turn.

4. CANCELLATION OF SPEED RESTRICTIONS

4.1 Pilots need not adopt the speed restrictions at the speed limitation points when they are issued a “No ATC Speed Restriction” clearance by ATC.
DAKOR TWO ALPHA ARRIVAL

1. RNAV equipped aircraft only.
2. ATC note: RADAR monitored tracking.
3. Adhere to vertical restrictions on descent.
4. CAUTION: Parallel runways - independent parallel approaches.
5. Refer to page 20-2, ARRIVAL SPEED RESTRICTIONS, for additional information.

CHANGES:

None.

Squawk 7600.
If under PILOT NAVIGATION, continue on STAR and land.
If under RADAR VECTURING, MAINTAIN vector for one minute;
if below MSA, climb to MSA, then track to intercept cleared or previously assigned STAR and land.

TRANITIONS

AGOSA A From AGOSA track 129° to DAKOR.
DUMOK A From DUMOK track 303° to SASRI. From SASRI track 329° to DAKOR.
INTOT A From INTOT track 102° to DAKOR.
RUMID A From RUMID track 348° to DAKOR.
Rwy

14L From DAKOR track 056°. At BAXEL turn RIGHT, track 116°. Intercept the localizer. Make straight-in ILS approach to Runway 14L. Contact Tower at FAF (D11 IEL).
14R From DAKOR track 056°. At BAXEL turn RIGHT, track 146°. Intercept the localizer. Make straight-in ILS approach to Runway 14R. Contact Tower at FAF (D8 IWR).
1. Adhere to vertical restrictions on descent.
2. CAUTION: Parallel runways - independent parallel approaches.
3. Refer to page 20-2, ARRIVAL SPEED RESTRICTIONS, for additional information.

**KIDOT THREE BRAVO ARRIVAL**

**TRANSITIONS**

**BATU ARANG**
From VBA track VBA R-143 outbound to KIDOT.

**ISTAN B**
From ISTAN track inbound on VKL R-069. At D11 VKL turn RIGHT, track VBA R-143 to KIDOT.

**KIMAT B**
From KIMAT track inbound on VKL R-055. At D11 VKL turn RIGHT, track VBA R-143 to KIDOT.

**PIBOS B**
From PIBOS track inbound on VKL R-027. At D13 VKL turn RIGHT, track VBA R-143 to KIDOT.

**PULIP B**
From PULIP track inbound on VKL R-010. At D17 VKL turn RIGHT, track VBA R-143 to KIDOT.

**SAPAT B**
From SAPAT track inbound on VBA R-143 to KIDOT.

**SAROX B**
From SAROX track inbound on VKL R-086. At D11 VKL turn RIGHT, track VBA R-143 to KIDOT.

**Rwy**

**Routing**

**14L**

**14R**
From KIDOT track 236°. Crossing VKL R-334 (VBA R-156) turn LEFT, track 178°. Intercept the localizer. Make straight-in ILS approach to Runway 14R. Contact Tower at FAF (D8 IWR).

**CHANGES:**
- WMKK renamed, note added, reindexed.
- From VBA track VBA R-143 outbound to KIDOT.
- From ISTAN track inbound on VKL R-069. At D11 VKL turn RIGHT, track VBA R-143 to KIDOT.
- From KIMAT track inbound on VKL R-055. At D11 VKL turn RIGHT, track VBA R-143 to KIDOT.
- From PIBOS track inbound on VKL R-027. At D13 VKL turn RIGHT, track VBA R-143 to KIDOT.
- From PULIP track inbound on VKL R-010. At D17 VKL turn RIGHT, track VBA R-143 to KIDOT.
- From SAPAT track inbound on VBA R-143 to KIDOT.
- From SAROX track inbound on VKL R-086. At D11 VKL turn RIGHT, track VBA R-143 to KIDOT.

**NOT TO SCALE**
- Adhere to vertical restrictions (STAR steps) on descent.
- CAUTION: Parallel runways - independent parallel approaches.
- Refer to page 20-2, ARRIVAL SPEED RESTRICTIONS, for additional information.

**KIKAL TWO ARRIVAL**

**TRANSITION**
- **BATU ARANG** Track VBA R-166 outbound to KIKAL.
- **RWY**
  - **14L** From KIKAL make straight-in ILS approach to Runway 14L (IEL 108.5). Contact tower at FAF.
  - **14R** From KIKAL track VBA R-166 to intercept the localizer (IWR 110.7). Make straight-in ILS approach to Runway 14R. Contact tower at FAF.

**CHANGES:**
- Speed restrictions and note added, reindexed.
LAPIR TWO ARRIVAL

1. Adhere to vertical restrictions on descent.
2. CAUTION: Parallel runways - independent parallel approaches.
3. Refer to page 20-2, ARRIVAL SPEED RESTRICTIONS, for additional information.

Squawk 7600.
If under PILOT NAVIGATION, continue on STAR and land.
If under RADAR VECTORING, maintain vector for one minute;
if below MSA, climb to MSA, then track to intercept cleared or previously assigned STAR and land.

Trans level: FL 130     Trans alt: 11000'

Speed restrictions and note added, VMK renamed, reindexed.

CHANGES: Speed restrictions and note added, VMK renamed, reindexed.
1. RNAV equipped aircraft only.
2. ATC note: RADAR monitored tracking.
3. Adhere to vertical restrictions on descent.
4. CAUTION: Parallel runways - independent parallel approaches.
5. Refer to page 20.2, ARRIVAL SPEED RESTRICTIONS, for additional information.

**NIPAR THREE ALPHA ARRIVAL**

- From VBA track VBA R-143 to NIPAR.
- From ISTAN track 226° to NOLOT. From NOLOT track 236° to NIPAR.
- From KIMAT track 212° to MUMOD and NIPAR.
- From PIBOS track 184° to REMUN and NIPAR.
- From PULIP track 175° to LEDER and NIPAR.
- From SAPAT track 323° to NIPAR.
- From SAROX track 259° to NOLOT. From NOLOT track 236° to NIPAR.

**TRANSITIONS**

- **BATU ARANG A**
  - From VBA track VBA R-143 to NIPAR.
- **ISTAN A**
  - From ISTAN track 226° to NOLOT. From NOLOT track 236° to NIPAR.
- **KIMAT A**
  - From KIMAT track 212° to MUMOD and NIPAR.
- **PIBOS A**
  - From PIBOS track 184° to REMUN and NIPAR.
- **PULIP A**
  - From PULIP track 175° to LEDER and NIPAR.
- **SAPAT A**
  - From SAPAT track 323° to NIPAR.
- **SAROX A**
  - From SAROX track 259° to NOLOT. From NOLOT track 236° to NIPAR.

**ROUTING**

- **32L**
  - From NIPAR track 236°. At KIMAR turn RIGHT, track 315°. Intercept the localizer. Make straight-in ILS approach to Runway 32L. Contact Tower at FAF (D9 IWL).
- **32R**
  - From NIPAR track 236°. At KIMAR turn RIGHT, track 315°. Intercept the localizer. Make straight-in ILS approach to Runway 32R. Contact Tower at FAF (D12 IER).
1. Adhere to vertical restrictions on descent.
2. CAUTION: Parallel runways - independent parallel approaches.
3. Refer to page 20-2, ARRIVAL SPEED RESTRICTIONS, for additional information.

TRANSITIONS

NIPAR TO VBA

3. Refer to page 20-2, ARRIVAL SPEED RESTRICTIONS, for additional information.

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NIPAR TO VBA

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TRANSITIONS

NIPAR TO VBA
### WMKK/KUL
**KUALA LUMPUR INTL-SEPANG**

<table>
<thead>
<tr>
<th>ATIS</th>
<th>Apt Elev</th>
<th>Alt Set: hPa</th>
<th>Trans level: FL</th>
<th>Trans alt: 11000'</th>
</tr>
</thead>
<tbody>
<tr>
<td>126.45</td>
<td>70°</td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

**ROUTE IN**
- **AGOSA A**
- **BATU ARANG A**
- **INTOT A**
- **RUMID A**

**TRANSITIONS**
- **AGOSA A**
  - From AGOSA track 140° to MANIS. From MANIS track 146° to SASRI.
- **BATU ARANG A**
  - From VBA track VBA R-185 to MANIS. From MANIS track 146° to SASRI.
- **INTOT A**
  - From INTOT track 125° to MANIS. From MANIS track 146° to SASRI.
- **RUMID A**
  - From RUMID track 056° to SASRI.

**Rwy**
- **32L**
  - From SASRI track 056°. At GOMAS turn LEFT, track 331°. Intercept the localizer. Make straight-in ILS approach to Runway 32L. Contact Tower at FAP (D9 IWL).
- **32R**
  - From SASRI track 056°. At GOMAS turn LEFT, track 356°. Intercept the localizer. Make straight-in ILS approach to Runway 32R. Contact Tower at FAP (D12 IER).

**SASRI TWO ARRIVAL**
- From INTOT track 125° to MANIS. From MANIS track 146° to SASRI.
- At or above 7000' At or above 4500' At or above 3000' At or above 2200'
- SASRI TWO ARRIVAL
- Make straight-in ILS approach to Runway 32L. Contact Tower at FAP (D9 IWL).
- Make straight-in ILS approach to Runway 32R. Contact Tower at FAP (D12 IER).
- Squawk 7600.
- If under PILOT NAVIGATION, continue on STAR and land.
- If under RADAR VECTORING, MAINTAIN vector for one minute; if below MSA, climb to MSA, then track to intercept cleared or previously assigned STAR and land.
- Speed restrictions and note added, reindexed.
- Refer to page 20-2, ARRIVAL SPEED RESTRICTIONS, for additional information.

**NOT TO SCALE**
LUMPUR Approach DIRECTOR (R) 125.1
TRANS LEVEL: FL 130
TRANS ALT: 11000'

DEPARTURES:
Rwy 14L: Track 146° to VKL VOR, then on VKL R-140. At 1500' or VKL VOR, whichever is later, turn to assigned heading. Contact Approach airborne.

Rwy 14R: Track 146° until abeam VKL VOR (R-235) then track 185°. After passing abeam VKL VOR and on leaving 1000' turn to assigned heading. Contact Approach airborne.

Rwy 32R: Track VKL R-327 from VKL VOR. At D7 VKL turn to assigned heading. Contact Approach airborne. 

Rwy 32L: Track 326° at 4 DME VKL turn LEFT and track 311°. At 6 DME VKL turn to assigned heading. Contact Approach airborne. 

ADVICE: Direction of turn and assigned heading, level passing to nearest 100' and assigned level.

DEPARTURES:
These departures require the following climb gradients:
Rwy 14L for Pulip A Departure 4.4% to 3900'.
Rwy 32R for Pulip A Departure 4.2% to 10300'.
Rwy 32R for Pibos A Departure 4.3% to 8800'.
Rwy 32L for Pibos A Departure 4.4% to 5400'.

TAKING-OFF:
Rwy 14L: Track 146° to VKL VOR then on VKL R-140. At 1500' or VKL VOR, whichever is later, turn to assigned heading. Contact Approach airborne.

Rwy 32R: Track VKL R-327 from VKL VOR. At or above 2000' or at D4 VKL turn LEFT. Track 350°.

ATC Note: Radar monitored departure

COMMUNICATIONS FAILURE:
Squawk 7600. Maintain assigned heading, climb to MSA or last assigned level if higher. Maintain MSA or assigned level, as applicable for 2 minutes. Then climb to flight planned level and intercept flight planned track (as amended by ATC, if applicable).

Restriction note added.

Changes:
Restriction note added.
**DEPARTURES NORTH EAST**

**PIBOS BRAVO, PULIP BRAVO DEPARTURES**

(RWYS 14R/32L)

These departures require the following climb gradients:

- Rwy 14R for Pibos B Departure 4.4% to 4300'.
- Rwy 14R for Pibul B Departure 4.4% to 5500'.
- Rwy 32L for Pibos B Departure 4.0% to 8800'.
- Rwy 32L for Pibul B Departure 4.0% to 10700'.

**Gnd speed-Kts**

- 75
- 100
- 150
- 200
- 250
- 300

**4.0% V/V (fpm)**

- 304
- 406
- 508
- 610
- 713
- 815

**4.4% V/V (fpm)**

- 324
- 448
- 566
- 681
- 791
- 901

**DEPARTURES NORTH WEST**

**AGOSA ALPHA, INTOT TWO ALPHA DEPARTURES**

(RWYS 14L/32R)

These SIDs require the following climb gradient:

- Gnd speed-Kts
  - 75
  - 100
  - 150
  - 200
  - 250
  - 300

**3.3% V/V (fpm)**

- 251
- 334
- 401
- 468
- 535
- 603

**TAKE-OFF:**

- Rwy 14L: Track 146°, abeam VKL VOR R-235, turn RIGHT track 155. At D4 VKL, turn LEFT and track 350°.
- Rwy 32R: Track 326°. At D4 VKL, turn RIGHT track 311°. At D8 VKL, turn LEFT and track 010°.

**DEPARTURES:**

- **PIBOS B:** Intercept VKL R-027 outbound from VKL VOR to Pibos Int.
- **PULIP B:** Intercept VKL R-010 outbound from VKL VOR to Pulip Int.

**DEPARTURES NORTHWEST**

**AGOSA ALPHA, INTOT TWO ALPHA DEPARTURES**

(RWYS 14L/32R)

These SIDs require the following climb gradient:

- Gnd speed-Kts
  - 75
  - 100
  - 150
  - 200
  - 250
  - 300

**3.3% V/V (fpm)**

- 251
- 334
- 401
- 468
- 535
- 603

**TAKE-OFF:**

- Rwy 14L: Track 145° to VKL VOR, then track outbound on VKL R-140. At D4 VKL, turn RIGHT and track 335°. Thence
- Rwy 32R: Track outbound on VKL R-327, at D9 VKL turn LEFT and track 280°. Thence

**DEPARTURES:**

- **AGOSA A:**
  - Rwy 14L/32R: Intercept VKL R-309 outbound to Agosa Int. Cross D18 VKL at or above 3000', cross Agosa Int at or above 7000'.
- **INTOT 2A:**
  - Rwy 14L/32R: Turn LEFT to intercept VKL R-295 outbound to Intot Int. Cross Intot Int at or above 7000'.

**ATC note:** Radar monitored departure.
**DEPARTURES NORTHWEST**

**AGOSA BRAVO, INTOT BRAVO DEPARTURES**

(RWYS 14R/32L)

(Adhere to vertical restrictions on climb)

These SIDs require the following climb gradients:

- **RWY 14R:** 3.7% to 2700’
- **RWY 32L:** 4.4% to 3100’

**TAKE-OFF:**

- **RWY 14R:** Track 146°. Abeam VKL VOR R-235°, turn RIGHT. Track 155°. Abeam VKL VOR or at or above 1500’, whichever is later, turn RIGHT.
- **RWY 32L:** Track 326°. At 4 DME VKL, turn LEFT and track 311°. Thence

**DEPARTURES:**

- **AGOSA B:**
  - RWY 14R: Intercept VKL R-309 outbound to Agosa Int. Cross D18 VKL at or above 3000’, cross Agosa Int at or above 7000’.
  - RWY 32L: At 6 DME VKL, intercept VKL R-309 outbound to Agosa Int. Cross D18 VKL at or above 3000’, cross Agosa Int at or above 7000’.
- **INTOT B:**
  - RWY 14R: Intercept VKL R-295 outbound to Intot Int. Cross Intot Int at or above 7000’.
  - RWY 32L: At 6 DME VKL, turn LEFT, track 270° to intercept VKL R-295 outbound to Intot Int. Cross Intot Int at or above 7000’.

**CHANGES:**

- Gemas Alpha departure added.
DEPARTURES EAST
GEMAS BRAVO, ISTAN BRAVO, KIMAT BRAVO, AND SAROX BRAVO DEPARTURES

(Adhere to vertical restrictions on climb)

These SIDs require the following climb gradients:
- Rwy 14R for Sarox B Departure: 4.3% to 4000'.
- Rwy 14R for Istan B Departure: 4.4% to 3700'.
- Rwy 14R for Kimat B Departure: 4.6% to 3100'.
- Rwy 32R for Istan B, Kimat B, Sarox B: 3.6% to 1800'.
- Rwy 32L for Istan B, Kimat B, Sarox B: 3.6% to 1800'.
- Rwy 32L for Gemas B: 4.6% to 11500'.

**GEMAS BRAVO**

Rwy 32L: Track 110° to intercept VBA R-126 outbound to Gemas Int.

**ISTAN BRAVO**

Rwy 14R: Track 040° to intercept VKL R-055 outbound to Istan Int.

**KIMAT BRAVO**

Rwy 14R: Track 025° to intercept VKL R-055 outbound to Kimat Int.

**SAROX BRAVO**

Rwy 14R: Track 085° to intercept VKL R-055 outbound to Sarox Int.

**RUMID ALPHA**

Rwy 14L for Rumid A Departure: 3.7% to 6700'.

**SAPAT ALPHA**

Rwy 14L for Sapat A Departure: 3.8% to 6400'.

**GEMAS BRAVO**

Rwy 32R for Rumid A Departure: 3.7% to 6700'.

**RUMID ALPHA**

Rwy 14L for Istan B Departure: 4.4% to 3700'.

**KIMAT BRAVO**

Rwy 14L for Kimat B Departure: 4.6% to 3100'.

**SAROX BRAVO**

Rwy 14R for Sarox B Departure: 4.3% to 4000'.

**BATAR ALPHA**

Rwy 14L: Track 110° to intercept VKL R-122 outbound to Batar Int.

**DUMOK ALPHA**

Rwy 32R: Track 150° to intercept VKL at or above 5800'.

**DUMOK CHARLIE**

Rwy 32R: Turn LEFT to intercept VKL R-148 outbound to Dumok Int. Cross Dumok Int at or above 6500'.

**SAPAT CHARLIE**

Rwy 14L: Track 165° to intercept VKL at or above 6500'.

**BATAR BRavo**

Rwy 14L: Track 146° to VBA R-298 to Batar Int.

**DUMOK ALPHA**

Rwy 32R: Track 155°. At 8 DME VKL, turn LEFT and track 170° to intercept VKL R-148 outbound to Dumok Int. Cross Dumok Int at or above 6500'.

**KUALA LUMPUR, MALAYSIA**

**KUALA LUMPUR INTL-SEPANG**

LUMPUR Approach DIRECTOR (R)

125.1

TRANS LEVEL: FL 130
TRANS ALT: 11000'
DEPARTURES SOUTH (RWYS 14R/32L):

BATAR BRAVO, DUMOK BRAVO, DUMOK DELTA, RUMID BRAVO AND SAPAT BRAVO DEPARTURES
(Adhering to vertical restrictions on climb)

DUMOK BRAVO:
- Rw 14R: At 11 DME VKL or 4500', whichever is earlier, turn LEFT. Track 120^ to intercept VBL R-148 outbound to DUMOK.
- Rw 32L: At 8 DME VKL, turn RIGHT. Track 150^, crossing VKL R-055 turn RIGHT. Track 170^ to intercept VBL R-148 outbound to DUMOK.

DUMOK DELTA:
- Rw 32L: At 6 DME VKL, turn LEFT to intercept VBL R-163 outbound. At SADON, turn LEFT and track VMK R-280 inbound to DUMOK.

RUMID BRAVO:
- Rw 14R: After crossing VBL R-235, by 3 DME VKL not below 600', turn RIGHT. Track 165^ to intercept VBL R-199 outbound to RUMID.

SAPAT BRAVO:
- Rw 14R: At 11 DME VKL or 4500', whichever is earlier, turn LEFT. Track 075^ to intercept VBL R-146 outbound. At VKL VOR or at or above 600', whichever is later, turn RIGHT. Track 360^.
- Rw 32R: Track R-327 from VKL VOR. At D7 VKL, not below 600', turn RIGHT. Track heading 335^. Expect radar vectors for ILS approach Rwy 15.

Rwy 14L:
- Track 146^. Abeam VKL R-235, track outbound on VKL R-140. At VKL VOR or at or above 600', whichever is later, turn RIGHT. Track 360^.

Rwy 32R:
- Subang Rwy 15 A: Track SJ R-298 inbound to BATAR. At 11 DME VKL or 4500', whichever is earlier, turn LEFT. Track 075^ to intercept VBL R-146 outbound. At VKL VOR or at or above 600', whichever is later, turn RIGHT.

Rwy 32R:
- Subang Rwy 15 B: Track SJ R-298 inbound to BATAR. At 11 DME VKL or 4500', whichever is earlier, turn LEFT. Track 075^ to intercept VBL R-146 outbound. At VKL VOR or at or above 600', whichever is later, turn RIGHT.
- Subang Rwy 33 A: Track SJ R-298 inbound to BATAR. At 11 DME VKL or 4500', whichever is earlier, turn LEFT. Track 075^ to intercept VBL R-146 outbound. At VKL VOR or at or above 600', whichever is later, turn RIGHT.
- Subang Rwy 33 B: Track SJ R-298 inbound to BATAR. At 11 DME VKL or 4500', whichever is earlier, turn LEFT. Track 075^ to intercept VBL R-146 outbound. At VKL VOR or at or above 600', whichever is later, turn RIGHT.

Rwy 14R:
- Subang Rwy 15 A: Track SJ R-298 inbound to BATAR. At 11 DME VKL or 4500', whichever is earlier, turn LEFT. Track 075^ to intercept VBL R-146 outbound. At VKL VOR or at or above 600', whichever is later, turn RIGHT.
- Subang Rwy 15 B: Track SJ R-298 inbound to BATAR. At 11 DME VKL or 4500', whichever is earlier, turn LEFT. Track 075^ to intercept VBL R-146 outbound. At VKL VOR or at or above 600', whichever is later, turn RIGHT.
- Subang Rwy 33 A: Track SJ R-298 inbound to BATAR. At 11 DME VKL or 4500', whichever is earlier, turn LEFT. Track 075^ to intercept VBL R-146 outbound. At VKL VOR or at or above 600', whichever is later, turn RIGHT.
- Subang Rwy 33 B: Track SJ R-298 inbound to BATAR. At 11 DME VKL or 4500', whichever is earlier, turn LEFT. Track 075^ to intercept VBL R-146 outbound. At VKL VOR or at or above 600', whichever is later, turn RIGHT.

NOTES:
- These SID’s require the following climb gradients:
  - Rw 14R for Sapat Departure: 4.0% to 6800’.
  - Rw 14R for DUMOK Departure: 3.7% to 2800’.
  - Rw 14R for Rumid Departure: 4.1% to 6800’.
  - Rw 32L, Turning RIGHT: 3.6% to 1800’.
  - Rw 32L, Turning LEFT: 3.6% to 8500’.
- Gnd speed-Kts
  - Rw 14R: 250 300
  - Rw 32R: 250 300
- Plan position Indicator
  - Rw 14R: 250 300
- Plan position Indicator
  - Rw 32R: 250 300

REFERENCES:
- [Jeppesen JeppView 3.5.2.0]

NOTES:
- Radar monitored departure
- Radar monitored tracking
- Radar monitored descent
- Radar monitored climb
- Radar monitored climb
Examples of the phraseology used are as follows:
‘c/s, taxi to stand Alpha 8 via route 32 Left, Mike Sierra’
‘c/s, taxi to stand Charlie 14 via route 14 Left, Sierra November’.

### ARRAVALS RUNWAY 14L

All aircraft to vacate runway via intersections A16 or A17.
Exits via A16, A17 and A18 may be approved on request.

#### APRON DETAIL

<table>
<thead>
<tr>
<th>APRON</th>
<th>GATES</th>
<th>TAXI ROUTE DETAIL</th>
</tr>
</thead>
<tbody>
<tr>
<td>MAIN(MS)</td>
<td>121.15</td>
<td>A2-A14, A51, A52, A53, A54</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Exit onto A then: B8/B11/B13 (Turn right onto B - if required) F, T5, T7</td>
</tr>
<tr>
<td>MAIN(MW)</td>
<td>121.15</td>
<td>A3-A13, (ODD Nos.)</td>
</tr>
<tr>
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<td>Exit onto A then: B8, F, T6, T9, T8</td>
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<tr>
<td>MAIN(MN)</td>
<td>121.15</td>
<td>B3-B23, (ODD Nos.) Includes stands B61, B62 &amp; B63</td>
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<td>Exit onto A then: B6/B8 (Turn right onto B - if required) T1, T2</td>
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<tr>
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<td></td>
<td>B747 for stands B61/B62/B63: B8/B11/B13 (Turn right onto B - if required) T2, T3</td>
</tr>
<tr>
<td>MAIN(ME)</td>
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<td>B2-B16, (EVEN Nos.) &amp; B51, B52, B53, B54</td>
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<td></td>
<td>Exit onto A then: B8/F/T4, T2</td>
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<tr>
<td>VIP</td>
<td>121.15</td>
<td>A61, A62 &amp; A63</td>
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<td>Exit onto A then: B8/B11/B13 (Turn right onto B - if required) F, T6, T7, D, T13</td>
</tr>
<tr>
<td>SATELLITE (SS)</td>
<td>122.27</td>
<td>C1, C3, C7, C32, C34, C36, C38, C51, C52, C53</td>
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<td>Exit onto A then: B14, K, H, S, S9, (S4, dependent on stand no.)</td>
</tr>
<tr>
<td>SATELLITE (SW)</td>
<td>122.85</td>
<td>C2, C4, C6, C11, C13, C15, C61, C62</td>
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<tr>
<td></td>
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<td>Exit onto A then: B8/B11/B13 (Turn right onto B - if required) F, F4, S6, S10, (S7, dependent on stand no.)</td>
</tr>
<tr>
<td>SATELLITE (SN)</td>
<td>122.85</td>
<td>C12, C14, C16, C18, C21, C23, C25, C27, C30</td>
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<tr>
<td></td>
<td></td>
<td>Exit onto A then: B8/B11/B13 (Turn right onto B - if required) F, F2, S8, (S1, dependent on stand no.) A380; Exit onto A via A7, A10 or A11 then: B9/B12/B13 (Turn right onto B - if required) G, S8, S1</td>
</tr>
<tr>
<td>SATELLITE (SE)</td>
<td>122.27</td>
<td>C22, C24, C26, C28, C31, C33, C35, C37, C41, C43</td>
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<td>Exit onto A then: B11/13, B, B2 (S3 dependent on stand no.)</td>
</tr>
<tr>
<td>SATELLITE (C17)</td>
<td>122.85</td>
<td>C17</td>
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<tr>
<td></td>
<td></td>
<td>Exit onto A then: B8/B11/B13 (Turn right onto B - if required) F, F4, G A380; Exit onto A via A7, A10 or A11 then: B9/B12/B13 (Turn right onto B - if required) G</td>
</tr>
<tr>
<td>SATELLITE (C27)</td>
<td>121.65</td>
<td>C27</td>
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<tr>
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<td>Exit onto A then: B11/B13, B A380; Exit onto A via A7, A10 or A11 then: B9/B12/B13 on B</td>
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<tr>
<td>SATELLITE (C37)</td>
<td>122.27</td>
<td>C37</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Exit onto A then: B14, K, H, S A380; Exit onto A via A7, A10 or A11 then: B9/B12/B13 (Turn right onto B - if required) H</td>
</tr>
<tr>
<td>CARGO (C)</td>
<td>121.8</td>
<td>F8, F9, F10, F11</td>
</tr>
<tr>
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<td>Exit onto A then: B14, K, E</td>
</tr>
<tr>
<td>CARGO (CW)</td>
<td>123.25</td>
<td>F1-F7</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Exit onto A then: B14, K</td>
</tr>
<tr>
<td>CARGO (CN)</td>
<td>123.25</td>
<td>F21-F23 F51-F58 F61-F68</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Exit onto A then: B14, K (K1 or K2 dependent on stand no.)</td>
</tr>
<tr>
<td>CARGO (CE)</td>
<td>123.25</td>
<td>F71-F78 F81-F88 F91-F98</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Exit onto A then: B14, B (N1/N2), L1/L2/L3 dependent on stand no.)</td>
</tr>
</tbody>
</table>
**ARRIVALS RUNWAY 32L**

All aircraft to vacate runway via intersections C5 or C6. Exits via C2, C3 and C4 may be approved on request.

### APRON GATES TAXI ROUTE DETAIL

<table>
<thead>
<tr>
<th>APRON (MS)</th>
<th>GATES</th>
<th>TAXI ROUTE DETAIL</th>
</tr>
</thead>
<tbody>
<tr>
<td>MAIN (MS)</td>
<td>A2-A14 (EVEN Nos.) &amp; A51, A52, A53, A54</td>
<td>Exit onto C then: D2, G, F5, T5, T7</td>
</tr>
<tr>
<td>MAIN (WS)</td>
<td>A3-A13 (ODD Nos.)</td>
<td>Exit onto C then: D2, G, F6, T6, T9, T8</td>
</tr>
<tr>
<td>MAIN (MN)</td>
<td>B3-B23 (ODD Nos.) Includes stands B61, B62 &amp; B63</td>
<td>Exit onto C then: D2, G, F1, T1, T12, B747 for stands B61/B62/B63: D2, G, F1, T3</td>
</tr>
<tr>
<td>MAIN (ME)</td>
<td>B2-B16 (EVEN Nos.) &amp; B51, B52, B53, B54</td>
<td>Exit onto C then: D2, G, F4, T4, T2</td>
</tr>
<tr>
<td>VIP</td>
<td>A61, A62 &amp; A63</td>
<td>Exit onto C then: D2, G, F6, T6, T7, D13</td>
</tr>
<tr>
<td>SATELLITE (SS) 122.27</td>
<td>C1, C3, C7, C33, C34, C36, C38, C51, C52, C53</td>
<td>Exit onto C then: D5/D3/D2 (Turn right onto D - if required): H, S5, S9, (S4, dependent on stand no.)</td>
</tr>
<tr>
<td>SATELLITE (SW) 122.85</td>
<td>C2, C4, C6, C11, C15, C16, C17, C19</td>
<td>Exit onto C then: D2, G, S6, S10, (S7 dependent on stand no.)</td>
</tr>
<tr>
<td>SATELLITE (SN) 122.85</td>
<td>C12, C14, C16, C18, C21, C23, C25, C27, C75, C74</td>
<td>Exit onto C then: D2, G, S8, (S1, dependent on stand no.)</td>
</tr>
<tr>
<td>SATELLITE (SE) 122.27</td>
<td>C22, C24, C26, C28, C31, C33, C35, C37, C51, C52, C53</td>
<td>Exit onto C then: D2, G, S2 (S3 dependent on stand no.)</td>
</tr>
<tr>
<td>SATELLITE (C17) 122.85</td>
<td>C17</td>
<td>Exit onto C then: D2</td>
</tr>
<tr>
<td>SATELLITE (C27) 121.65</td>
<td>C27</td>
<td>Exit onto C then: D2, G, B</td>
</tr>
<tr>
<td>SATELLITE (C37) 122.27</td>
<td>C37</td>
<td>Exit onto C then: D5/D3/D2 (Turn right onto D - if required): H</td>
</tr>
<tr>
<td>CARGO (CS) 121.8</td>
<td>F8, F9, F10, F11</td>
<td>Exit onto C then: D5/D3/D2 (Turn right onto D - if required): D, E2, E</td>
</tr>
<tr>
<td>CARGO (CW) 123.25</td>
<td>F1-F7</td>
<td>Exit onto C then: D5/D3/D2 (Turn right onto D - if required): H, S5, K</td>
</tr>
<tr>
<td>CARGO (CN) 123.25</td>
<td>F21-F23 F51-F58 F61-F68</td>
<td>Exit onto C then: D5/D3/D2 (Turn right onto D - if required): H, B, K (K1 or K2 dependent on stand no.)</td>
</tr>
<tr>
<td>CARGO (CE) 123.25</td>
<td>F71-F78 F81-F88 F91-F98</td>
<td>Exit onto C then: D5/D3/D2 (Turn right onto D - if required): H, B, N1/N2, L (L1 or L2 or L3 dependent on stand no.)</td>
</tr>
</tbody>
</table>

**ARRIVALS RUNWAY 32R**

All aircraft to vacate runway via intersections A4 or A5. Exits via A1, A2 and A3 may be approved on request.

### APRON GATES TAXI ROUTE DETAIL

<table>
<thead>
<tr>
<th>APRON (MS)</th>
<th>GATES</th>
<th>TAXI ROUTE DETAIL</th>
</tr>
</thead>
<tbody>
<tr>
<td>MAIN (MS)</td>
<td>A2-A14 (EVEN Nos.) &amp; A51, A52, A53, A54</td>
<td>Exit onto A then: B5, B, F, T5, T7</td>
</tr>
<tr>
<td>MAIN (WS)</td>
<td>A3-A13 (ODD Nos.)</td>
<td>Exit onto A then: B5, B, F, T6, T9, T8</td>
</tr>
<tr>
<td>MAIN (MN)</td>
<td>B3-B23 (ODD Nos.) Includes stands B61, B62 &amp; B63</td>
<td>Exit onto A then: B5, B, T1, T12, B747 for stands B62/B63: B5, B, T3, T5</td>
</tr>
<tr>
<td>MAIN (ME)</td>
<td>B2-B16 (EVEN Nos.) &amp; B51, B52, B53, B54</td>
<td>Exit onto A then: B5, B, F, T4, T2</td>
</tr>
<tr>
<td>VIP</td>
<td>A61, A62 &amp; A63</td>
<td>Exit onto A then: B5, B, F, T7, D, T13</td>
</tr>
<tr>
<td>SATELLITE (SS) 122.27</td>
<td>C1, C3, C7, C33, C34, C36, C38, C51, C52, C53</td>
<td>Exit onto A then: B5, B, K, H, S5, S9, (S4, dependent on stand no.)</td>
</tr>
<tr>
<td>SATELLITE (SW) 122.85</td>
<td>C2, C4, C6, C11, C15, C16, C17, C19</td>
<td>Exit onto A then: B5, B, F, F6, S6, S10, (S7 dependent on stand no.)</td>
</tr>
<tr>
<td>SATELLITE (SN) 122.85</td>
<td>C12, C14, C16, C18, C21, C23, C25, C27, C75, C74</td>
<td>Exit onto A then: B5, B, F, S2 (S1, dependent on stand no.)</td>
</tr>
<tr>
<td>SATELLITE (SE) 122.27</td>
<td>C22, C24, C26, C28, C31, C33, C35, C37, C51, C52, C53</td>
<td>Exit onto A then: B5, B, S2 (S3 dependent on stand no.)</td>
</tr>
<tr>
<td>SATELLITE (C17) 122.85</td>
<td>C17</td>
<td>Exit onto A then: B5, B, F, F4, G</td>
</tr>
<tr>
<td>SATELLITE (C27) 121.65</td>
<td>C27</td>
<td>Exit onto A then: B5, B, A380: Exit via A4/A1 onto A, then: B5, B, G</td>
</tr>
<tr>
<td>SATELLITE (C37) 122.27</td>
<td>C37</td>
<td>Exit onto A then: B5, B, K, H, S5, S9, (S4, dependent on stand no.)</td>
</tr>
<tr>
<td>CARGO (CS) 121.8</td>
<td>F8, F9, F10, F11</td>
<td>Exit onto A then: B5, B, K, D, E2, E</td>
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<tr>
<td>CARGO (CW) 123.25</td>
<td>F1-F7</td>
<td>Exit onto A then: B5, B, K</td>
</tr>
<tr>
<td>CARGO (CN) 123.25</td>
<td>F21-F23 F51-F58 F61-F68</td>
<td>Exit onto A then: B5, B, K (K1 or K2 dependent on stand no.)</td>
</tr>
<tr>
<td>CARGO (CE) 123.25</td>
<td>F71-F78 F81-F88 F91-F98</td>
<td>Exit onto A then: B5, B, N1/N2, L (L1 or L2 or L3 dependent on stand no.)</td>
</tr>
</tbody>
</table>
Examples of the phraseology used are as follows:

- ‘c/s, taxi to holding point . . . . Runway . . . . via route Charlie Echo, 32R Right’
- ‘c/s, taxi to holding point . . . . Runway . . . . via route Sierra Whisky, 14R Right’

### Taxi Routes for Departures

#### Departures Runway 14L

<table>
<thead>
<tr>
<th>APRON</th>
<th>GATES</th>
<th>Taxi Route Detail</th>
</tr>
</thead>
<tbody>
<tr>
<td>MAIN(M5)</td>
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<td>A2-A14 (EVEN Nos.) &amp; A51, A52, A53, A54</td>
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<td>T7, T6, F, G, B, A1</td>
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<tr>
<td>MAIN(MW)</td>
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<td>T8, T6, F, G, B, A1</td>
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<td>MAIN(MN)</td>
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<td>B3-B25 (ODD Nos.)</td>
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<td>T12, T3, B, 5, A1</td>
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<td>MAIN(ME)</td>
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<td>B2-B16 (EVEN Nos.)</td>
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<td>T2, B, B, A1</td>
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<tr>
<td>VIP</td>
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<td>A61, A62 &amp; A63</td>
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<td>T13, F, G, B, B1</td>
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<tr>
<td>SATELLITE (SS)</td>
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<td>CARGO (C)</td>
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<td>K, H, H, B, B5, A1</td>
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<td>CARGO (CN)</td>
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<td>F21-F23</td>
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<td>F1-F8, F61-F68</td>
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<td>CARGO (CE)</td>
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<tr>
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<td>F1-F8, F61-F68</td>
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#### Departures Runway 14R

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<th>APRON</th>
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<th>Taxi Route Detail</th>
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<td>CARGO (CN)</td>
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<td>F81-F88, F61-F68</td>
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<td>CARGO (CE)</td>
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Intersections C2 and C3 available on request.

Intersections A2 and A3 available on request.

Includes stands Includes stands Includes stands Includes stands

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### Taxi Routes for Departures

#### Departures Runway 32L

**Intersections C7, C9 and C10 available on request.**

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<tr>
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<th>GATES</th>
<th>Taxi Route Detail</th>
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<td>Cargo (CW)</td>
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#### Departures Runway 32R

**Intersections A9 and A10 available on request.**

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KUALA LUMPUR, MALAYSIA
KUALA LUMPUR INTL - SEPANG

**GENERAL**

Birds in vicinity of airport.

---

**ADDITIONAL RUNWAY INFORMATION**

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<tr>
<th>RWY</th>
<th>LANDING BEYOND</th>
<th>TAKE-OFF</th>
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<tr>
<td>14L</td>
<td>HIRL(60m)</td>
<td>12202'</td>
<td>197'</td>
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<td>CL(15m)</td>
<td>12130'</td>
<td>40m</td>
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<td>ALSF-II TDZ REIL PAPI (angle 3.0°)</td>
<td>12130'</td>
<td>40m</td>
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<tr>
<td>14R</td>
<td>HIRL(60m)</td>
<td>12139'</td>
<td>197'</td>
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<td>CL(15m)</td>
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<td>ALSF-II TDZ REIL PAPI (angle 3.0°)</td>
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**TAKE-OFF**

**AIR CARRIER (JAA):**

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<td>AIR CARRIER (FAR 121):</td>
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<td>RL &amp; CL</td>
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<td>or RL</td>
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**CHANGES:**

- Taxiway B & L restricted to aircraft with wingspans of 79' (24m) to 117' (36m) only.

---

**AIR CARRIER (FAR 121):**

- Adequate Vis Ref

---

**CHANGES:**

- Taxiway designators.

---

**FOR PARKING POSITIONS SEE CHART 20-9B**
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<th>STAND/BAY NO.</th>
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<td>B51, B51L, B51R</td>
<td>N02 45.1, E101 42.5</td>
<td>C37, C37L, C37R</td>
<td>N02 44.7, E101 42.9</td>
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<td>B52, B52L, B52R</td>
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<td>C81</td>
<td>N02 44.9, E101 43.1</td>
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<td>B53</td>
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<td>C82, C82L, C82R</td>
<td>N02 44.9, E101 43.0</td>
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<td>N02 44.8, E101 43.0</td>
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**Effective with the opening of the new Kuala Lumpur Intl - Sepang airport, all contact parking will operate glass aerobridges and FMT Visual Docking Guidance Systems. Displays are attached to the Contact Pier of the Main Terminal Building and the Satellite Building. The system is designed to enable pilots to taxi onto the aircraft stand without the assistance of a marshaller.**

The FMT parking system consists of:

- A centerline system to provide unambiguous and self-explanatory left/right guidance which enables the pilot to acquire and maintain the lead-in line without overcontrolling.
- A stopping system that provides information and measurement of the aircraft’s position, displayed by a closing rate thermometer. The measuring device is based on a scanning laser.

**DESCRIPTION**

The system is based on a centreline guidance sub-display. The steering and stop indication is provided from a display unit mounted on the terminal building in front of the cockpit in line with the left hand pilot seat. The following is the sequence of operation from initial approach to STOP:

- a. Follow the taxi-in line and watch the centreline beacon.
- b. Check that the correct aircraft type is flashing, and if appropriate, that the door number is shown. The gate number may be displayed instead.
- c. Approximately 32 metres before STOP, the gate number will disappear.
- d. At 21 metres before STOP, the aircraft type display goes steady and the door number disappears.
- e. Follow the azimuth guidance display. The black arrow heads indicate which direction to steer for the centreline. When the aircraft is properly aligned in azimuth, the black vertical bar will be displayed.
- f. The full closing rate thermometer bar indicates at least 16 metres to STOP. When the aircraft reaches 16 metres to STOP, the thermometer bar lights begin to move from bottom to top. If the aircraft’s forward speed is too high, the top display may indicate SLOW DOWN.
- h. When the STOP position is reached, all the closing rate thermometer lights extinguish and the display indicates STOP. If the aircraft is parked correctly, the display will indicate OK.
- i. If the aircraft overshoots the limit for correct parking, the display indicates TOO FAR.
- j. The entire display automatically shuts down after some seconds. The system is also capable of displaying ONBLOCK followed by TIME.

**NOTE:** When the last row of lights of the closing rate ‘thermometer’ is extinguished and the word STOP is displayed, **the aircraft should be at a standstill.**
Responsibility for separation and regulation of aircraft and vehicles shall be as follows:

a. Air traffic control will separate aircraft from aircraft, and vehicles from aircraft, using the following methods:
   - Pilots-in-command will be provided with taxiing clearances and clearance limits which, in the event of a potential conflict, require the pilot-in-command to hold short of a taxiway intersection and report sighting and ability to follow, or pass behind, the conflicting aircraft.
   - If the pilot-in-command is not able to sight the conflicting aircraft, the next taxiway intersection (see diagram);
   - Visibility is sufficient for pilots to taxi aircraft and to avoid collision with other traffic on taxiways and at intersections by visual reference. This condition shall apply when the visibility is greater than 600m.

VISIBILITY CONDITION 2

Visibility is 2000m or less but greater than 600m. Condition 2 low visibility operating procedures shall be applied in addition to those defined for Condition 1.

Responsibility for separation and regulation of aircraft and vehicles shall be as follows:

a. Air traffic control will separate aircraft from aircraft, and vehicles from aircraft, using the following methods:
   - Broadcast on the ATIS that low visibility operating procedures are in operation.
   - Ensure that, during the currency of low visibility operating procedures no vehicle or aircraft is permitted to infringe the Localizer Sensitive Area (LSA) ahead of an arriving aircraft from the time the aircraft is 1 NM from touchdown until it has completed its landing run. Landing clearance will not be issued if the LSA is known to be infringed.
   - Provide runway landing intervals of 6 NM or more.
   - Provide the pilot-in-command of every landing aircraft with:
     - the current RVR reading for the landing runway;
     - un-serviceability of any component parts of the CAT II facilities not previously broadcast on the ATIS.

VISIBILITY CONDITION 3

Visibility is 600m or less.

Condition 1:

Visibility is sufficient for pilots to taxi aircraft and to avoid collision with other traffic on taxiways and at intersections by visual reference, and for air traffic control to exercise control over all maneuvering area traffic on the basis of visual reference. This condition shall apply when the visibility is greater than 2000m.

Condition 2:

Visibility is sufficient for pilots to taxi aircraft and to avoid collision with other traffic on taxiways and at intersections by visual reference, but insufficient for air traffic control to exercise control over all maneuvering area traffic on the basis of visual reference. This condition shall apply when the visibility is 2000m or less but greater than 600m.

Condition 3:

Visibility is 600m or less.

When low visibility operating procedures are in operation, aircraft shall adjust aircraft taxiing speeds to ensure that they are able to comply with ATC instructions.
1.1 The purpose of this publication is to notify operators operating into and out of Kuala Lumpur International Airport of the introduction of new procedures to improve the runway capacity and reduce the R/T workload between ATC and pilots.

2. APPROACH AND DEPARTURE PROCEDURES

2.1 Cancellation of SIDs

2.1.1 Under normal circumstances, all departing aircraft will be issued with SIDs. If, after taxi, a SID has to be cancelled for traffic management reasons, the pilot will be given a Standard Radar Departure (SRD) or a Radar Departure.

Examples:
- If the aircraft will be re-cleared with a SRD, "...callsign, cancel SID, re-cleared Radar Two Departure..."
- If the aircraft will be re-cleared with a Radar Departure, "...callsign, cancel SID, re-cleared radar departure, expect to maintain runway heading initially after departure..."

When the aircraft is ready for departure, ATC will issue a heading together with the "takeoff" clearance.

2.2 Examples of take-off instructions issued by ATC

2.2.1 If the aircraft has been issued a SID, "...callsign, Runway 32R, cleared for take-off..."

2.2.2 If the SID has been cancelled and replaced with a SRD, "...callsign, assigned heading 340, runway 32R, cleared for take-off..."

2.2.3 If the SID has been cancelled and replaced with a Radar Departure, "...callsign, maintain runway heading, runway 32R, cleared for take-off..."

2.2.4 If the departure frequency is different from the standard stated below, "...callsign, departure frequency 119.45, runway 32R, cleared for take-off..."

2.3 Standard initial altitudes to climb to, change of frequency and phraseology to be adhered to on first contact with LUMPUR Approach.

2.3.1 LUMPUR Tower will issue take-off clearance without specifying the initial altitude to climb to and the departure frequency.

2.3.2 Unless notified by LUMPUR Tower of changes to the initial altitude to climb to and/or the frequency to call, pilot of departing aircraft shall follow the procedures below after receiving take-off clearance:

a) Climb to initial altitude 6000 ft, further climb will be issued by LUMPUR Approach;

b) Contact "LUMPUR Approach" after airborne as soon as practical but no later than 2000 ft on the following frequency:
   i) Departing Runway 32-124.20;
   ii) Departing Runway 14-119.45.

2.4 If first contact with LUMPUR Approach after becoming airborne, advise the:
   i) SID identifier or assigned heading.
   ii) the altitude passing to the nearest 100 ft., and
   iii) the initial climbing to.

2.5 Wake Turbulence Waiver

2.5.1 Pilots-in-command of departing aircraft may choose to commence take-off without the applicable wake turbulence standard being applied. In this event the following conditions will apply:

a) the pilot shall expressly initiate the request for waiver using the phraseology "(callsign of aircraft), request wake turbulence waiver";

b) waiver on the wake turbulence standard shall apply in VMC by day;

c) the waiver shall not apply to a LIGHT or MEDIUM aircraft taking off behind a HEAVY aircraft taking off, if the take-off by the LIGHT or MEDIUM aircraft is commenced from a point more than 150 meters along the runway in the direction of take-off, from the commencement point of the HEAVY aircraft take-off.

2.6 Landing Aircraft

2.6.1 A succeeding aircraft may be cleared to land before the preceding landing aircraft which has landed or before the preceding departing aircraft which has commenced take-off run, is clear of the runway-in-use provided the following conditions are met:

a) In VMC, by day;

b) ATC must have reasonable assurance that the appropriate separation will exist when the succeeding aircraft crosses the runway threshold;

2.6.2 When issuing a landing clearance following the application of the above procedures, ATC will issue the following aircraft with the instruction below:

"...(callsign)...preceeding (aircraft type)[vacating runway via (taxiway designator/airborne)], Runway...(Designator) cleared to land..."

3. REVISED TAXI PROCEDURES

3.1 When the standard taxi routes as published are to be followed by aircraft, ATC will only issue the taxi clearance to the allocated bay or the holding point of the runway-in-use without mentioning the taxi routes. Pilots not familiar with the taxi routes may request guidance from ATC.

3.2 When non-standard taxi routes are applicable, ATC will issue progressive taxi instructions to reduce "heads-down" time for pilots especially those not familiar with the taxi routes.
jeppesen_sanderison_inc_1998_all_rights_reserved
MISSED ACPH: Track 146° on climb to 2500' abeam VKL VOR R-235 turn right. Track 290°, reach 2000' by 13 DME VKL intercept VKL VOR R-260 outbound, enter the DUMAS holding pattern or as directed by ATC.

ATT Set: hPa Rwy Elev: 2 hPa Trans level: FL 140 Trans alt: 11000' (10952')

1. CAUTION: Parallel runways independent parallel approaches.
2. Adhere to vertical restrictions on descent or climb.

NOT TO SCALE

MISS ACPH FIX

DUMAS

MISS ACPH FIX

DUMAS

KUALA LUMPUR, MALAYSIA

KUALA LUMPUR, MALAYSIA

WMKK

WMKK

KUALA LUMPUR INTL-SEPANG

KUALA LUMPUR INTL-SEPANG

26 APR 02

21-3

ILS DME or LOC DME Rwy 14R

ILS DME or LOC DME Rwy 32L

LUMPUR Tower Ground

LUMPUR Approach

ATIS

146° IRL 2500' (2425')

111.9

326°

D19.0 VKL

D5.0 VKL

146°

110.7

IWR

IWL

111.9 IWL

D5.0

IWL

D9.7

D8.0

D9.0

D19.0

D6.0

D12.3

RWY 14R

RWY 32L

RWY 14R

RWY 32L

ILS:

248°

200'

146°

110.7

IWR

IWL

146°

110.7

IWR

IWL

506'

WM(P)-220

D6.0

D19.0

02-40

2011'

315°

2200'

5300'

MISSED APCH:

Track 146° on climb to 2500' abeam VKL VOR R-235 turn right. Track 290°, reach 2000' by 13 DME VKL intercept VKL VOR R-260 outbound, enter the DUMAS holding pattern or as directed by ATC.

ATT Set: hPa Rwy Elev: 2 hPa Trans level: FL 130 Trans alt: 11000' (10952')

1. CAUTION: Parallel runways independent parallel approaches.
2. Adhere to vertical restrictions on descent or climb.

NOT TO SCALE

MISS ACPH FIX
**Ats**

North Lumphur Approach (Director I(R))

Final: 1600' (1552') MDA(M)

Missed Apch Climb Gradient Min 3.0%

RNAV (GNSS) Rwy 32L

**VOR**

VOR = 116.1

**APCH FIX**

D14.0 VOR

D9.0 VOR

D7.0 VOR

D5.0 VOR

**Kuala Lumpur Int'l-Sepang**

VOR = 116.1

**Kuala Lumpur Tower Ground**

Rwy 14R/32L Rwy 14L/32R

**Minimum Alt**

Final

VOR

Min altitude: 2500' Trans level: FL 130 Trans alt: 11000'

**Apch Crs**

KKSLF

**Apch Fix**

D14L.0 (IF)

**IAF**

1. Adhere to vertical restrictions on descent or climb.

2. Apch (IF)

3. Apch (IF)

4. Apch (IF)

5. Apch (IF)

6. Apch (IF)

**Pans Op**

Changes: None.

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