List of pages in this Trip Kit

General Information

Location: KUALA LUMPUR MYS
ICAO/IATA: WMKK / KUL
Lat/Long: N02° 44.60', E101° 41.88'
Elevation: 69 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -8:00 = UTC
Magnetic Variation: 0.0° E

Fuel Types: 100-130 Octane, Jet A-1
Repair Types: Minor Airframe, Minor Engine, Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 2308 Z
Sunset: 1119 Z

Runway Information

Runway: 14L
Length x Width: 13186 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 54 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 14R
Length x Width: 13123 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 54 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 15
Length x Width: 12992 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 29 ft
Lighting: Edge, ALS, Centerline

Runway: 32L
Length x Width: 13123 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 48 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 32R
Length x Width: 13186 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 69 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 33
Length x Width: 12992 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 29 ft
Lighting: Edge, ALS, Centerline

Communication Information

ATIS: 128.050 Arrival Service
ATIS: 126.450 Departure Service
Lumpur Tower: 119.800
Lumpur Tower: 118.800
Lumpur Tower: 118.500
Lumpur Ground: 121.725
Lumpur Ground: 121.800
Lumpur Ground: 122.150
Lumpur Ground: 121.650
Lumpur Ground: 122.275
Lumpur Ground: 122.525
Lumpur Ground: 118.050
Lumpur Ground: 122.550
Lumpur Ground: 122.850
Lumpur Ground: 123.250
Lumpur Ground: 130.750
Lumpur Apron Ramp/Taxi: 121.725
Lumpur Apron Ramp/Taxi: 121.800
Lumpur Apron Ramp/Taxi: 122.150
Lumpur Apron Ramp/Taxi: 122.275
Lumpur Apron Ramp/Taxi: 122.550
Lumpur Apron Ramp/Taxi: 121.650
Lumpur Apron Ramp/Taxi: 130.750
Lumpur Apron Ramp/Taxi: 123.250
Lumpur Apron Ramp/Taxi: 122.850
Lumpur Clearance Delivery: 128.150
Lumpur Clearance Delivery: 126.000
Lumpur Departure: 135.250
Lumpur Departure: 135.025 Secondary
Lumpur Departure: 125.050 Secondary
Lumpur Radar: 124.200

Lumpur Radar: 119.450
Lumpur Radar: 118.650
Lumpur Radar: 120.350
Lumpur Radar: 121.250
Lumpur Radar: 123.725 Secondary
Lumpur Radar: 124.650
Lumpur Radar: 125.100
Lumpur Radar: 125.850
Lumpur Radar: 135.250
Lumpur Radar: 135.750

WMKK/KUL

KUALA LUMPUR INTL-SEPANG

JEPPESEN 30 DEC 16 (20-1R)

KUALA LUMPUR, MALAYSIA

.RADAR.MINIMUM.ALTITUDES.

LUMPUR Radar	Apt Elev	Alt Set: hPa	Trans level: FL 130	Trans alt: 11000'
119.45	70'			

1. All bearings and distances are referenced to VKL VOR/DME.
2. Lateral and vertical separation from terrain - 5NM/1000'.
3. Turning - Use standard rate turn for aircraft type.
4. Headings - Fly assigned heading, pilot shall not compensate for wind effect.

LOSS OF COMMUNICATION

1. Set Transponder code to 7600.
2. Follow "Radio Communication Failure Procedures." (see Jeppesen text pages / Emergency / State Rules and Procedures - Pacific / Malaysia -).

THIS CHART MAY ONLY BE USED FOR PILOTS TO CROSS-CHECK ALTITUDES ASSIGNED WHILE UNDER RADAR CONTROL.

CONTOUR INTERVALS: 8000, 6000, 4000, 2000

CHANGES: Radar frequency.

ARRIVAL SPEED RESTRICTIONS

1. SPEED RESTRICTIONS (ARRIVING AIRCRAFT)

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 The speed restriction of 250 KT below 10,000' is now applicable unless ATC issues the instruction "MAINTAIN high speed".

2. SPEED LIMITATION POINTS WHEN STAR IS CANCELLED

2.1 Pilots shall adopt the following speeds when notified that the STAR is cancelled:
a) Under RADAR vectors:
- 250 KT on passing 10,000';
- 220 KT on turning base;
- 185 KT on turning to intercept the localizer;
- 160 KT from 10 NM until 5 NM to touchdown.

b) Own navigation to intercept the final approach track:
- 250 KT on passing 10,000';
- 220 KT 20 track miles from touchdown;
- 185 KT 15 track miles from touchdown;
- 160 KT from 10 NM until 5 NM to touchdown.

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

3. CANCELLATION OF SPEED RESTRICTIONS

3.1 Pilots need not adopt the speed restrictions at the speed limitation points when they are issued a "No ATC Speed Restriction" clearance by ATC.

WMKK/KUL
KUALA LUMPUR INTL-SEPANG

JEPPESEN
23 JUL 21 (20-2B)

KUALA LUMPUR, MALAYSIA
.RNAV.STAR.

ATIS Arrival	Alt Set: hPa Trans level: FL130
128.050	1. RNP 1.
Apt Elev	2. PMS: Point Merge System.
69	3. Refer to page 20-2, ARRIVAL SPEED RESTRICTIONS, for additional information.

GUPTA 1G (GUPTA 1G) [GUPT1G]
KAKAK 1G (KAKAK 1G) [KAKA1G]
NIREN 1G (NIREN 1G) [NIRE1G]
PUGER 1G (PUGER 1G) [PUGE1G]
PULIP 1G (PULIP 1G) [PULI1G]
SALAX 1G (SALAX 1G) [SALA1G]
SAROX 1G (SAROX 1G) [SARO1G]
RNAV (GNSS) ARRIVALS
(PMS EAST)
(ALL RWYS)

NIREN
FL270

KAKAK
FL270

PULIP
FL250

PUGER
FL310

LIBKI

BORDU

NOT TO SCALE

KK8~9
AT 250 KT

KK8~8

KK8~7

KK8~6

KK8~5

KK8~4

(KAKAK 1G, NIREN 1G, PUGER 1G, PULIP 1G only)

RITLO
AT 250 KT
FL180

KK811

KK812

KK813

KK814

KK815

KK816
AT 250 KT

ARP

(IAF)
EGURI
AT 230 KT
FL130

NUKPA
AT 250 KT
FL170

VEKTO
FL170

SAROX
FL230

SALAX
FL220

KK8~3

KK8~2

KK8~1

GUPTA
FL230

4679

5300

CONTOUR INTERVALS
6000
4000
2000

CHANGES: Altitude restrictions at NIREN, KAKAK, PULIP.

ATIS Arrival	Alt Set: hPa Trans level: FL130
128.050	1. RNP 1.
Apt Elev	2. PMS: Point Merge System.
69	3. Refer to page 20-2, ARRIVAL SPEED RESTRICTIONS, for additional information.

GUPTA 1H (GUPTA 1H) [GUPT1H]
KAKAK 1H (KAKAK 1H) [KAKA1H]
NIREN 1H (NIREN 1H) [NIRE1H]
PUGER 1H (PUGER 1H) [PUGE1H]
PULIP 1H (PULIP 1H) [PULI1H]
SALAX 1H (SALAX 1H) [SALA1H]
SAROX 1H (SAROX 1H) [SARO1H]
RNAV (GNSS) ARRIVALS
(PMS WEST)
(ALL RWYS)

NIREN
FL270
PUGER
FL310
KAKAK
FL270
PULIP
FL250
AKESO
KK871
KADKU
AT 230 KT
NOT TO SCALE
(KAKAK 1H, NIREN 1H, PUGER 1H, PULIP 1H only)
PAPGO
AT 230 KT
FL130
(GUPTA 1H, SALAX 1H, SAROX 1H only)
KK886
AT 230 KT
KK885
KK872
KK884
KK873
KK883
KK874
KK882
KK875
KK876
KK881
KK877
AT 230 KT
(IAF)
MESUP
AT 230 KT
8000
ARP
5300
43
LUCKI
AT 230 KT
11000
NOT TO SCALE
SAROX
FL230
NOT TO SCALE
PANKA
AT 230 KT
11000
SALAX
FL230
GUPTA
FL230
GUPTA 1H
60.2
H1 XCR AS
1.96
02-30
101-30

CHANGES: Altitude restrictions at NIREN, KAKAK, PULIP.

JEPPESEN
23 JUL 21 (20-2D)

KUALA LUMPUR, MALAYSIA .RNAV.STAR.

ATIS Arrival	Alt Set: hPa Trans level: FL130
128.050	1. RNP 1.
Apt Elev	2. PMS: Point Merge System.
69	3. Refer to page 20-2, ARRIVAL SPEED RESTRICTIONS, for additional information.

GUPTA 1J (GUPTA 1J) [GUPT1J]
KAKAK 1J (KAKAK 1J) [KAKA1J]
NIREN 1J (NIREN 1J) [NIRE1J]
PUGER 1J (PUGER 1J) [PUGE1J]
PULIP 1J (PULIP 1J) [PULI1J]
SALAX 1J (SALAX 1J) [SALA1J]
SAROX 1J (SAROX 1J) [SARO1J]
RNAV (GNSS) ARRIVALS
(PMS SOUTH)
(RWYS 32L, 32R, 33)

KAKAK FL270
PULIP FL250
NIREN FL270
PUGER FL310
BORDU
LIBKI
NOT TO SCALE
NOT TO SCALE
VEKTO
SAROX FL230
NOT TO SCALE
6000
4000
2000
CONTOUR INTERVALS
5300
43
54
ARP
(GUPTA 1J, KAKAK 1J, NIREN 1J, PUGER 1J, PULIP 1J, SAROX 1J only)
(IAF)
SULDI
AT 210 KT
6000
NUGLA
AT 230 KT
11000
VASDU
AT 230 KT
SALAX 1J
18.0
(SALAX 1J only)
KK855
AT 230 KT
KK841
KK854
MALACCA
WMKM
KK842
KK853
KK843
KK852
KK844
KK851
KK845
AT 230 KT
VASMA
AT 230 KT
10000
AKMUB
AT 230 KT
SALAX
FL220
SALAX 1J
21.4
GUPTA 1J
19.6
GUPTA
FL230
4062
02-30
101-30
102-00
102-30

CHANGES: Altitude restrictions at NIREN, KAKAK.

ATIS Arrival	128.050
Apt Elev	69

Alt Set: hPa Trans level: FL130
1. RNP 1.
2. PMS: Point Merge System.
3. Refer to page 20-2, ARRIVAL SPEED RESTRICTIONS, for additional information.

GUPTA 1K (GUPTA 1K) [GUPT1K]
KAKAK 1K (KAKAK 1K) [KAKA1K]
NIREN 1K (NIREN 1K) [NIRE1K]
PUGER 1K (PUGER 1K) [PUGE1K]
PULIP 1K (PULIP 1K) [PULI1K]
SALAX 1K (SALAX 1K) [SALA1K]
SAROX 1K (SAROX 1K) [SARO1K]
RNAV (GNSS) ARRIVALS
(PMS NORTH)
(RWYS 14L, 14R, 15)

KAKAK
FL270
PULIP
FL250
NOT TO SCALE
KAKAK 1K
PULIP
DAKBA
KK825
AT 230 KT
(GUPTA 1K, KAKAK 1K, PULIP 1K, SAROX 1K only)
RIKMI
AT 230 KT
10000
KK824
KK831
KK823
KK832
KK822
KK833
KK834
AT 230 KT
VARLI
AT 230 KT
9000
SADGI
AT 230 KT
9000
NOT TO SCALE
NIREN
FL270
NIREN 1K
PUGER
FL310
PUGER 1K
NOT TO SCALE
ESDAP
(IAF)
NUPKU
AT 210 KT
5000
SUBANG
Sultan Abdul Aziz Shah
WMSA
ARP
4010
NOT TO SCALE
AKNOR
SAROX 1K
SAROX
FL230
GUPTA 1K
NOT TO SCALE
GUPTA
FL230
MATPO
5300
SALAX 1K
NOT TO SCALE
SALAX
FL220
6000
4000
2000
CONTOUR INTERVALS
18
86
17
43
03-30
03-00
101-00
101-30

CHANGES: Altitude restrictions at NIREN, KAKAK, PULIP.

WMKK/KUL
KUALA LUMPUR INTL-SEPANG

JEPPESEN
2 SEP 22 (20-2F) .Eff.8.Sep.

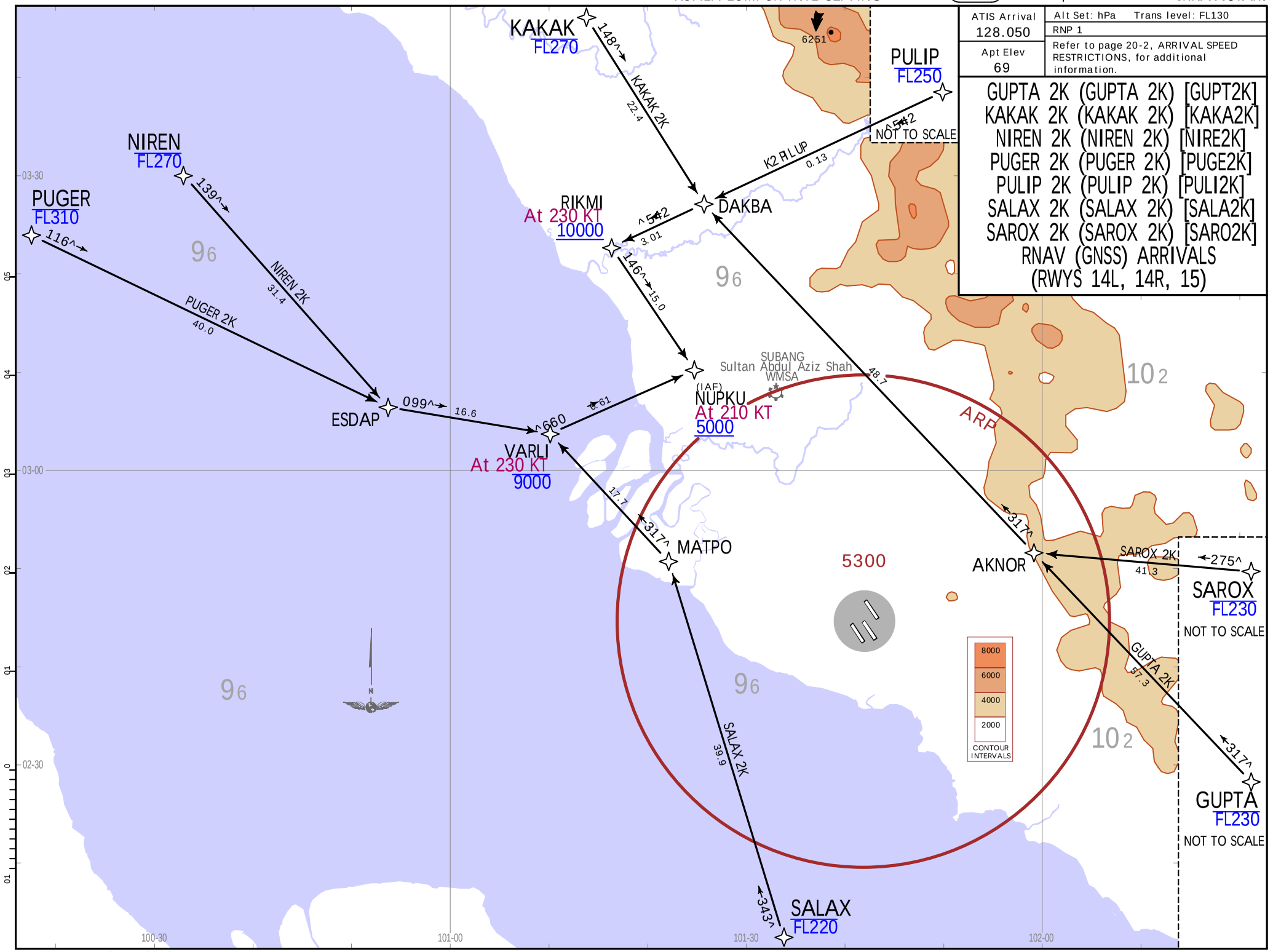
KUALA LUMPUR, MALAYSIA
.RNAV.STAR.

ATIS Arrival	Alt Set: hPa Trans level: FL130
128.050	RNP 1
Apt Elev 69	Refer to page 20-2, ARRIVAL SPEED RESTRICTIONS, for additional information.

GUPTA 2J (GUPTA 2J) [GUPT2J]
KAKAK 2J (KAKAK 2J) [KAKA2J]
NIREN 2J (NIREN 2J) [NIRE2J]
PUGER 2J (PUGER 2J) [PUGE2J]
PULIP 2J (PULIP 2J) [PULI2J]
SALAX 2J (SALAX 2J) [SALA2J]
SAROX 2J (SAROX 2J) [SARO2J]
RNAV (GNSS) ARRIVALS
(RWYS 32L, 32R, 33)

NOT TO SCALE
NIREN
FL270
PUGER
FL310
NOT TO SCALE
NIREN 2J
PUGER 2J
BORDU
LIBKI
KAKAK
FL270
KAKAK 2J
NOT TO SCALE
PULIP
FL250
J2 RLUP
SUBANG
Sultan Abdul Aziz Shah
WMSA
ARP
5300
CONTOUR INTERVALS
8000
6000
4000
2000
VEKTO
SAROX
FL230
J2 XQRAS
VASDU
At 230 KT
(IAF)
SULDI
At 210 KT
6000
NUGLA
At 230 KT
11000
MALACCA
WMKM
GUPTA 2J
GUPTA
FL230
SALAX
FL220
SALAX 2J
VASMA
At 230 KT
10000
AKMUB
At 230 KT

CHANGES: New procedures at this airport.



CHANGES: New procedures at this airport.

WMKK/KUL KUALA LUMPUR INTL-SEPANG

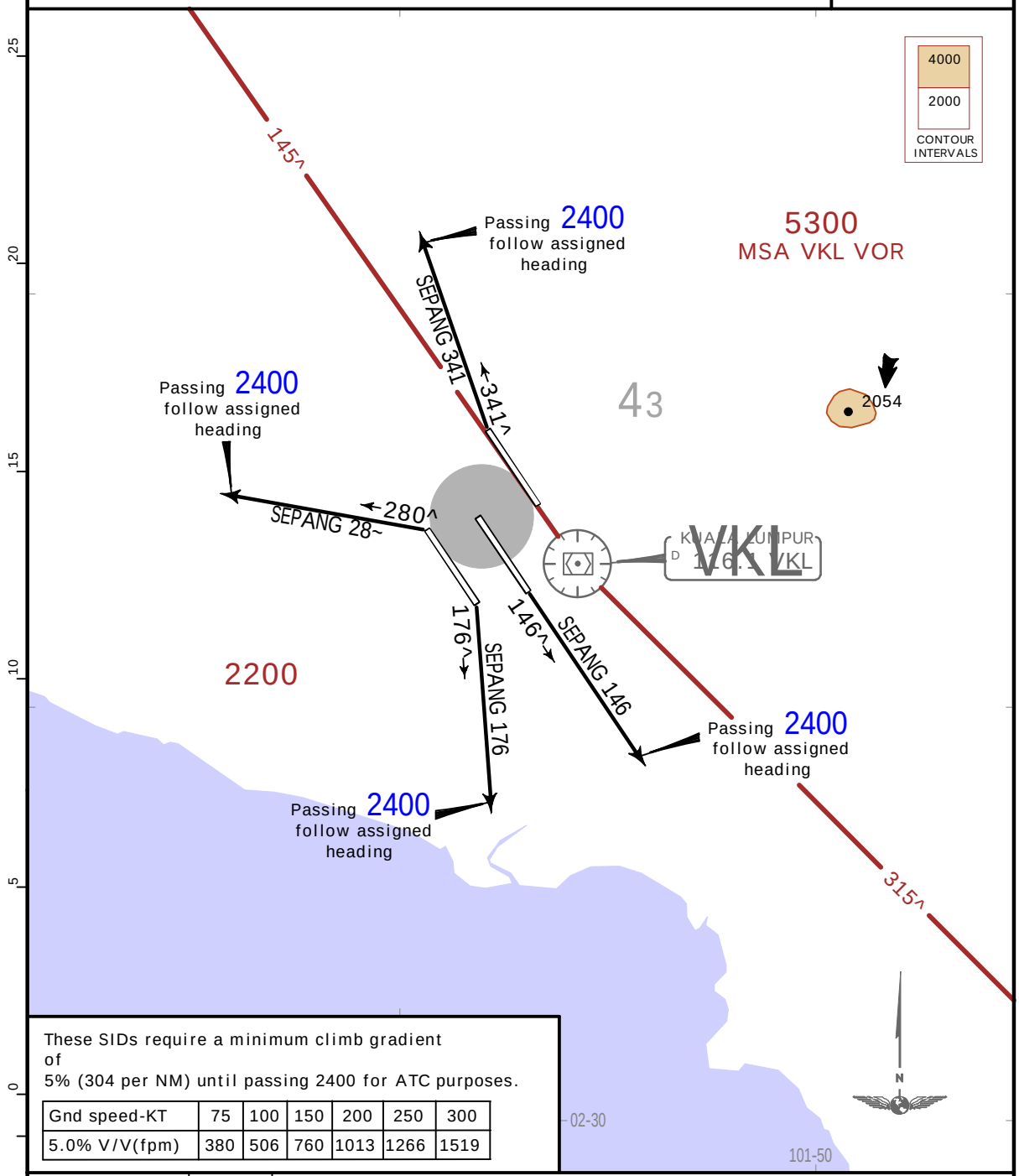
JEPPESEN KUALA LUMPUR, MALAYSIA

20-3 11 JUN 21 .Eff.17.Jun. .SID.

LUMPUR Departure	Apt Elev	Trans alt: 11000 Turn before DER is not allowed.
135.250	69	

SEPANG RADAR DEPARTURES
SEPANG 146 [SEP146], SEPANG 176 [SEP176]
SEPANG 28~ [SEP28~], SEPANG 341 [SEP341]

5300 MSA ARP



These SIDs require a minimum climb gradient of 5% (304 per NM) until passing 2400 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V(fpm)	380	506	760	1013	1266	1519

SID	RWY	INITIAL CLIMB
SEPANG 146	14R	After take-off proceed on track 146^ until passing 2400, then follow the assigned heading.
SEPANG 176	15	After take-off turn RIGHT on track 176^ until passing 2400, then follow the assigned heading.
SEPANG 28~	33	After take-off turn LEFT on track 280^ until passing 2400, then follow the assigned heading.
SEPANG 341	32R	After take-off proceed on track 341^ until passing 2400, then follow the assigned heading.

CHANGES: Printing sequence.

WMKK/KUL
KUALA LUMPUR INTL-SEPANG

JEPPESEN
25 JUN 21 (20-3B)

KUALA LUMPUR, MALAYSIA
.RNAV.SID.

LUMPUR Departure	Apt Elev	Trans alt: 11000
135.250	69	RNP 1.

ATIMU 1A (ATIMU 1A) [ATIM1A]
BIKDU 1A (BIKDU 1A) [BIKD1A]
IBUKU 1A (IBUKU 1A) [IBUK1A]
KIMAT 1A (KIMAT 1A) [KIMA1A]
MITOS 1A (MITOS 1A) [MITO1A]
PIBOS 1A (PIBOS 1A) [PIBO1A]
PUGER 1A (PUGER 1A) [PUGE1A]
RUSBU 1A (RUSBU 1A) [RUSB1A]
SALAX 1A (SALAX 1A) [SALA1A]
RNAV (GNSS) DEPARTURES
(RWY 14L)

IBUKU
ATIMU
NOT TO SCALE
NOT TO SCALE
PUGER
NOT TO SCALE
RUPDO
BIKDU
NOT TO SCALE
PIBOS
KIMAT
SUBANG
Sultan Abdul Aziz Shah
WMSA
KAPLU
LALUT
KK723
KK725
KK724
KK726
KK719
PATPI
DUMOK
SALAX
MITOS
RUSBU
MALACCA
WMKM
ARP
5300
CONTOUR INTERVALS
8000
6000
4000
2000

CHANGES: KK719 repositioned, PUGER-RUPDO distance, LALUT-PIBOS distance, distances and bearings from KK726 through KK719 to LALUT.

KUALA LUMPUR, MALAYSIA
.RNAV.SID.

LUMPUR Departure	Apt Elev	Trans alt: 11000
135.250	69	RNP 1.

ATIMU 1B (ATIMU 1B) [ATIM1B]
BIKDU 1B (BIKDU 1B) [BIKD1B]
IBUKU 1B (IBUKU 1B) [IBUK1B]
KIMAT 1B (KIMAT 1B) [KIMA1B]
MITOS 1B (MITOS 1B) [MITO1B]
PIBOS 1B (PIBOS 1B) [PIBO1B]
PUGER 1B (PUGER 1B) [PUGE1B]
RUSBU 1B (RUSBU 1B) [RUSB1B]
SALAX 1B (SALAX 1B) [SALA1B]
RNAV (GNSS) DEPARTURES
(RWY 14R)

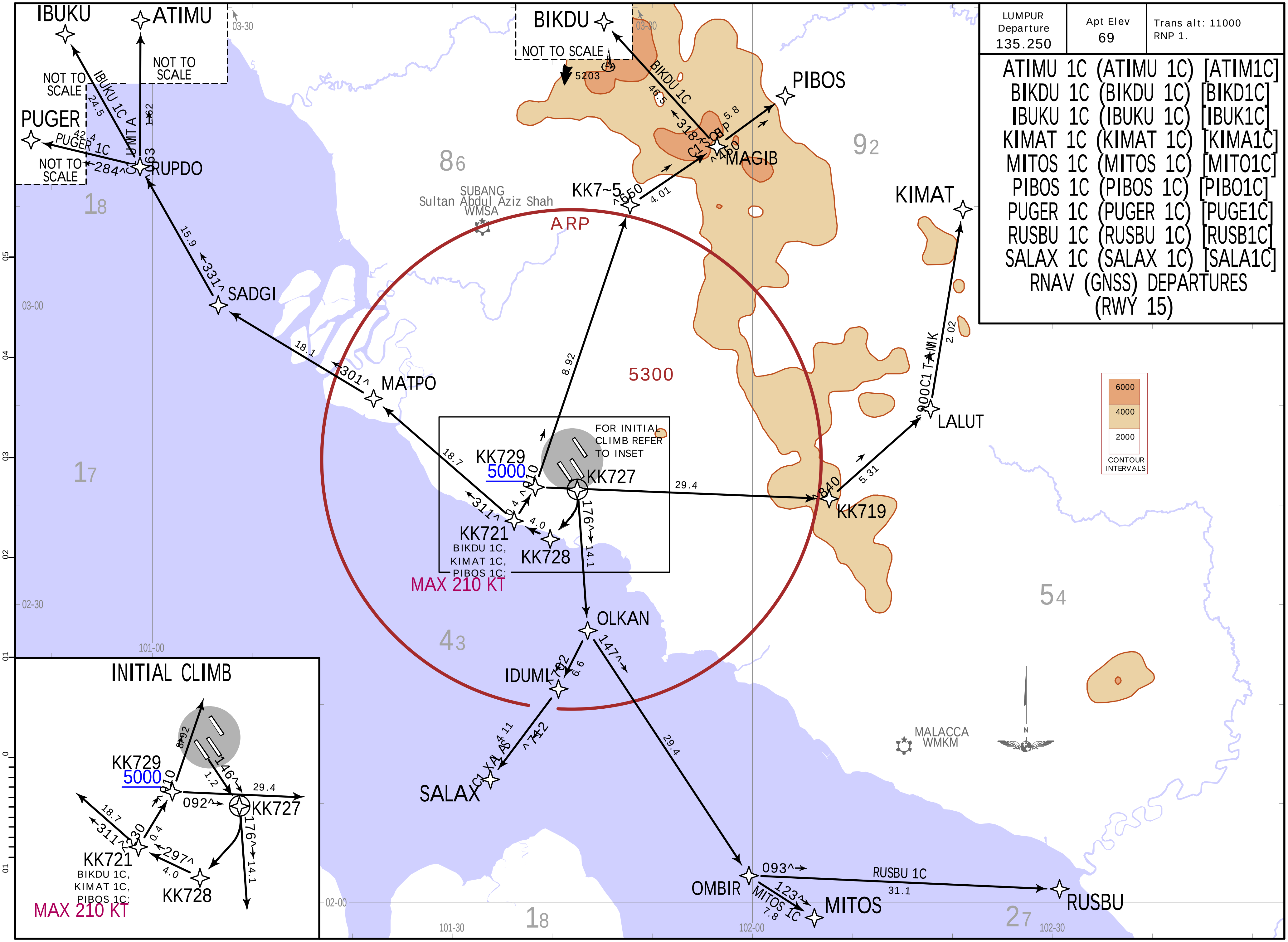
IBUKU
ATIMU
NOT TO SCALE
IBUKU 1B
24.5
B1 UMTA
6.62
PUGER
PUGER 1B
42.4
284^
RUPDO
NOT TO SCALE
BIKDU
NOT TO SCALE
6113
BIKDU 1B
48.1
308^
PIBOS
8000
6000
4000
2000
CONTOUR INTERVALS
SUBANG
Sultan Abdul Aziz Shah
WMSA
ARP
5300
KIMAT
PIBOS 1B
34.5
B1 TAMIK
2.02
335^
LALUT
15.9
331^
SADGI
18.1
301^
MATPO
18.7
311^
KK721
10000
146^
12.9
KK719
5.31
340^
3.91
KK72~
160^
13.2
326^
OLKAN
6000
2.8
145^
17.2
6.6
IDUMI
DUMOK
118^
163^
MITOS 1B
20.2
RUSBU 1B
34.7
MITOS
RUSBU
B1 XALAS
4.11
SALAX
MALACCA
WMKM
86
92
18
17
43
54
27
18
27
03-30
03-00
02-30
02-00
101-00
101-30
102-00
102-30

Printed from JeppView for Windows 5.3.0.0 on 15 Apr 2023; Terminal chart data cycle 07-2023 (Expired); Notice: After 13 Apr 2023, 0000Z, this chart may no longer be valid

CHANGES: KK719 repositioned, PUGER-RUPDO distance, LALUT-PIBOS distance, PIBOS-BIKDU distance, distances and bearings from KK72~ through KK719 to LALUT.

LUMPUR Departure	Apt Elev	Trans alt: 11000
135.250	69	RNP 1.

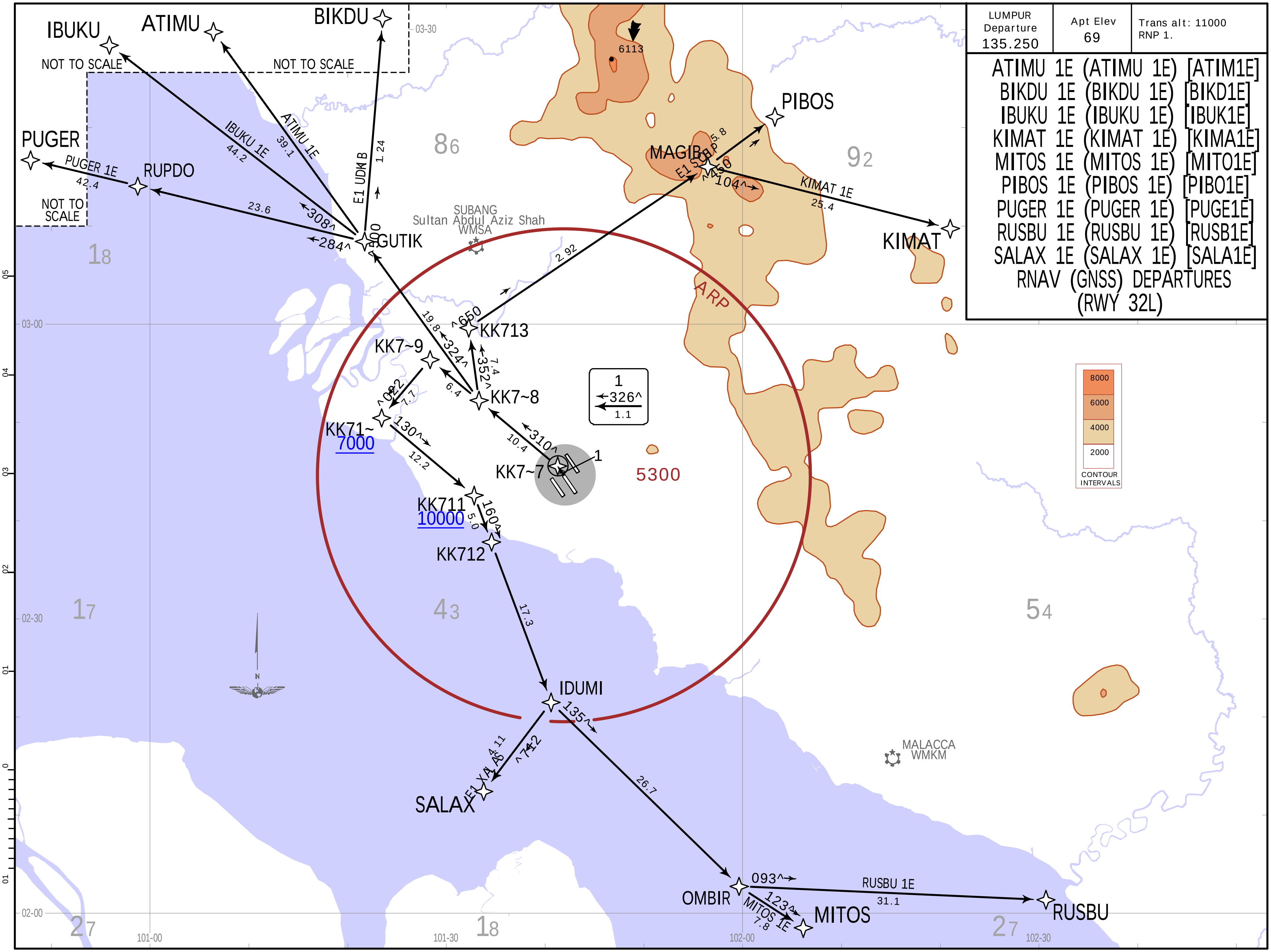
ATIMU 1C (ATIMU 1C) [ATIM1C]
BIKDU 1C (BIKDU 1C) [BIKD1C]
IBUKU 1C (IBUKU 1C) [IBUK1C]
KIMAT 1C (KIMAT 1C) [KIMA1C]
MITOS 1C (MITOS 1C) [MITO1C]
PIBOS 1C (PIBOS 1C) [PIBO1C]
PUGER 1C (PUGER 1C) [PUGE1C]
RUSBU 1C (RUSBU 1C) [RUSB1C]
SALAX 1C (SALAX 1C) [SALA1C]
RNAV (GNSS) DEPARTURES
(RWY 15)


IBUKU
ATIMU
NOT TO SCALE
NOT TO SCALE
NOT TO SCALE
PUGER
IBUKU 1C
24.5
ATIMU
1.62
PUGER 1C
42.4
284^
063
RUPDO
15.9
331^
SADGI
18.1
301^
MATPO
18.7
311^
KK721
BIKDU 1C,
KIMAT 1C,
PIBOS 1C:
MAX 210 KT
KK729
5000
010
KK727
KK728
4.0
FOR INITIAL CLIMB REFER TO INSET
8.92
29.4
176^
14.1
KK719
840
5.31
LALUT
T-AMK
2.02
KIMAT
KK7~5
050
4.01
MAGIB
318^
46.5
BIKDU 1C
5.8
PIBOS
BIKDU
5203
SUBANG
Sultan Abdul Aziz Shah
WMSA
ARP
5300
OLKAN
147^
29.4
IDUML
192
6.6
SALAX
SALAX 1C
11.4
742
OMBIR
093^
123^
MITOS 1C
7.8
MITOS
RUSBU 1C
31.1
RUSBU
MALACCA
WMKM
6000
4000
2000
CONTOUR INTERVALS
INITIAL CLIMB
KK729
5000
010
8.92
146^
1.2
092^
29.4
KK727
176^
14.1
18.7
311^
030
0.4
297^
4.0
KK721
BIKDU 1C,
KIMAT 1C,
PIBOS 1C:
MAX 210 KT
KK728

CHANGES: KK719 repositioned, PUGER-RUPDO distance, bearings and distances from KK729 through KK719 to LALUT.

LUMPUR Departure 135.250	Apt Elev 69	Trans alt: 11000 RNP 1.

ATIMU 1E (ATIMU 1E) [ATIM1E]
BIKDU 1E (BIKDU 1E) [BIKD1E]
IBUKU 1E (IBUKU 1E) [IBUK1E]
KIMAT 1E (KIMAT 1E) [KIMA1E]
MITOS 1E (MITOS 1E) [MITO1E]
PIBOS 1E (PIBOS 1E) [PIBO1E]
PUGER 1E (PUGER 1E) [PUGE1E]
RUSBU 1E (RUSBU 1E) [RUSB1E]
SALAX 1E (SALAX 1E) [SALA1E]
RNAV (GNSS) DEPARTURES
(RWY 32L)


IBUKU
ATIMU
BIKDU
PUGER
RUPDO
NOT TO SCALE
NOT TO SCALE
NOT TO SCALE
PUGER 1E
42.4
23.6
IBUKU 1E
44.2
ATIMU 1E
39.1
E1 UDK B
1.24
308^
284^
GUTIK
SUBANG
Sultan Abdul Aziz Shah
WMSA
6113
PIBOS
MAGIB
104^
KIMAT 1E
25.4
KIMAT
2.92
ARP
650
KK713
KK7~9
19.8
324^
352^
7.4
KK7~8
6.4
7.7
022^
KK71~
7000
130^
12.2
310^
10.4
KK7~7
1
326^
1.1
5300
KK711
10000
160^
5.0
KK712
17.3
IDUMI
135^
742^
SALAX
26.7
OMBIR
093^
123^
MITOS 1E
7.8
MITOS
RUSBU 1E
31.1
RUSBU
MALACCA
WMKM
8000
6000
4000
2000
CONTOUR INTERVALS
03-30
03-00
02-30
02-00
101-00
101-30
102-00
102-30

WMKK/KUL
KUALA LUMPUR INTL-SEPANG

JEPPESEN
25 JUN 21 (20-3F)

KUALA LUMPUR, MALAYSIA
.RNAV.SID.

LUMPUR Departure 135.250	Apt Elev 69	Trans alt: 11000 RNP 1.

ATIMU 1D (ATIMU 1D) [ATIM1D]
BIKDU 1D (BIKDU 1D) [BIKD1D]
IBUKU 1D (IBUKU 1D) [IBUK1D]
KIMAT 1D (KIMAT 1D) [KIMA1D]
MITOS 1D (MITOS 1D) [MITO1D]
PIBOS 1D (PIBOS 1D) [PIBO1D]
PUGER 1D (PUGER 1D) [PUGE1D]
RUSBU 1D (RUSBU 1D) [RUSB1D]
SALAX 1D (SALAX 1D) [SALA1D]
RNAV (GNSS) DEPARTURES
(RWY 32R)

These SIDs require minimum climb gradients of:
ATIMU 1D, IBUKU 1D, MITOS 1D, PUGER 1D, RUSBU 1D and SALAX 1D: 6.0% (365 per NM) until passing 4000 for ATC purposes.
BIKDU 1D, KIMAT 1D and PIBOS 1D: 5.5% (335 per NM) until passing 4000 for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
6.0% V/V (fpm)	456	608	911	1215	1519	1823

IBUKU
ATIMU
BIKDU
PUGER
RUPDO
LIKBO
PIBOS
MAGIB
KIMAT
KK7~5
KK7~3
4000
KK7~6
KK7~4
KK7~2
3000
KK7~1
470
ARP
SUBANG
Sultan Abdul Aziz Shah
WMSA
GOSMU
PATPI
IDUMI
SALAX
MITOS
RUSBU
MALACCA
WMKM
5300
NOT TO SCALE
CONTOUR INTERVALS
6000
4000
2000

CHANGES: PUGER-RUPDO distance, climb gradient text.

LUMPUR Departure	Apt Elev	Trans alt: 11000
135.250	69	RNP 1.

ATIMU 1F (ATIMU 1F) [ATIM1F]
BIKDU 1F (BIKDU 1F) [BIKD1F]
IBUKU 1F (IBUKU 1F) [IBUK1F]
KIMAT 1F (KIMAT 1F) [KIMA1F]
MITOS 1F (MITOS 1F) [MITO1F]
PIBOS 1F (PIBOS 1F) [PIBO1F]
PUGER 1F (PUGER 1F) [PUGE1F]
RUSBU 1F (RUSBU 1F) [RUSB1F]
SALAX 1F (SALAX 1F) [SALA1F]
RNAV (GNSS) DEPARTURES
(RWY 33)

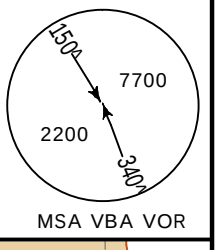
IBUKU
NOT TO SCALE
ATIMU
PUGER
NOT TO SCALE
RUPDO
IBUKU 1F
ATMT
PUGER 1F
BIKDU
NOT TO SCALE
BIKDU 1F
PIBOS
MAGIB
SUBANG
Sultan Abdul Aziz Shah
WMSA
ARP
KK7~5
KK7~6
KIMAT
F1TAMIK
LALUT
MATPO
KK715
430
KK716
KK717
KK718
6000
KK712
FOR INITIAL CLIMB REFER TO INSET
KK719
IDUMI
SALAX
OMBIR
MITOS
MITOS 1F
RUSBU
RUSBU 1F
MALACCA
WMKM
5300
CONTOUR INTERVALS
8000
6000
4000
2000

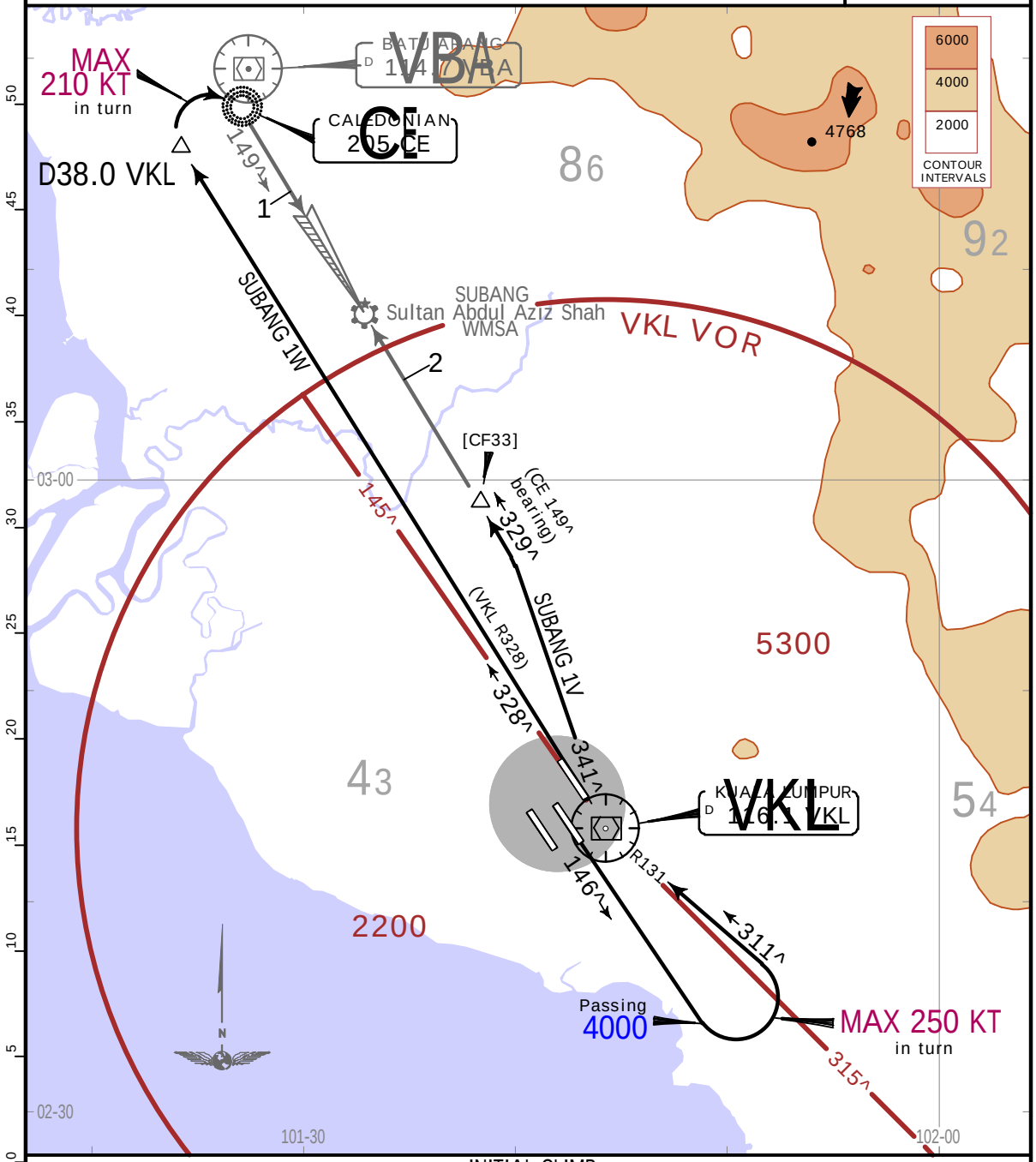
INITIAL CLIMB
KK715
430
KK716
KK717
KK718
6000
KK712

CHANGES: KK719 repositioned, PUGER-RUPDO distance, bearings and distances from KK718 through KK719 to LALUT.

LUMPUR Departure	Apt Elev	Trans alt: 11000
135.250	69	

SUBANG 1V [SUBA1V], SUBANG 1W [SUBA1W] DEPARTURES
(FOR SULTAN ABDUL AZIZ SHAH-SUBANG)
(RWY 14R)





INITIAL CLIMB

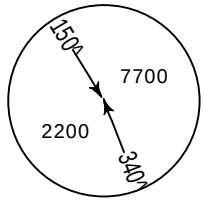
After take-off proceed on track 146^, passing 4000 turn LEFT (MAX 250 KT) until joining VKL R131 (track 311^) inbound VKL VOR.

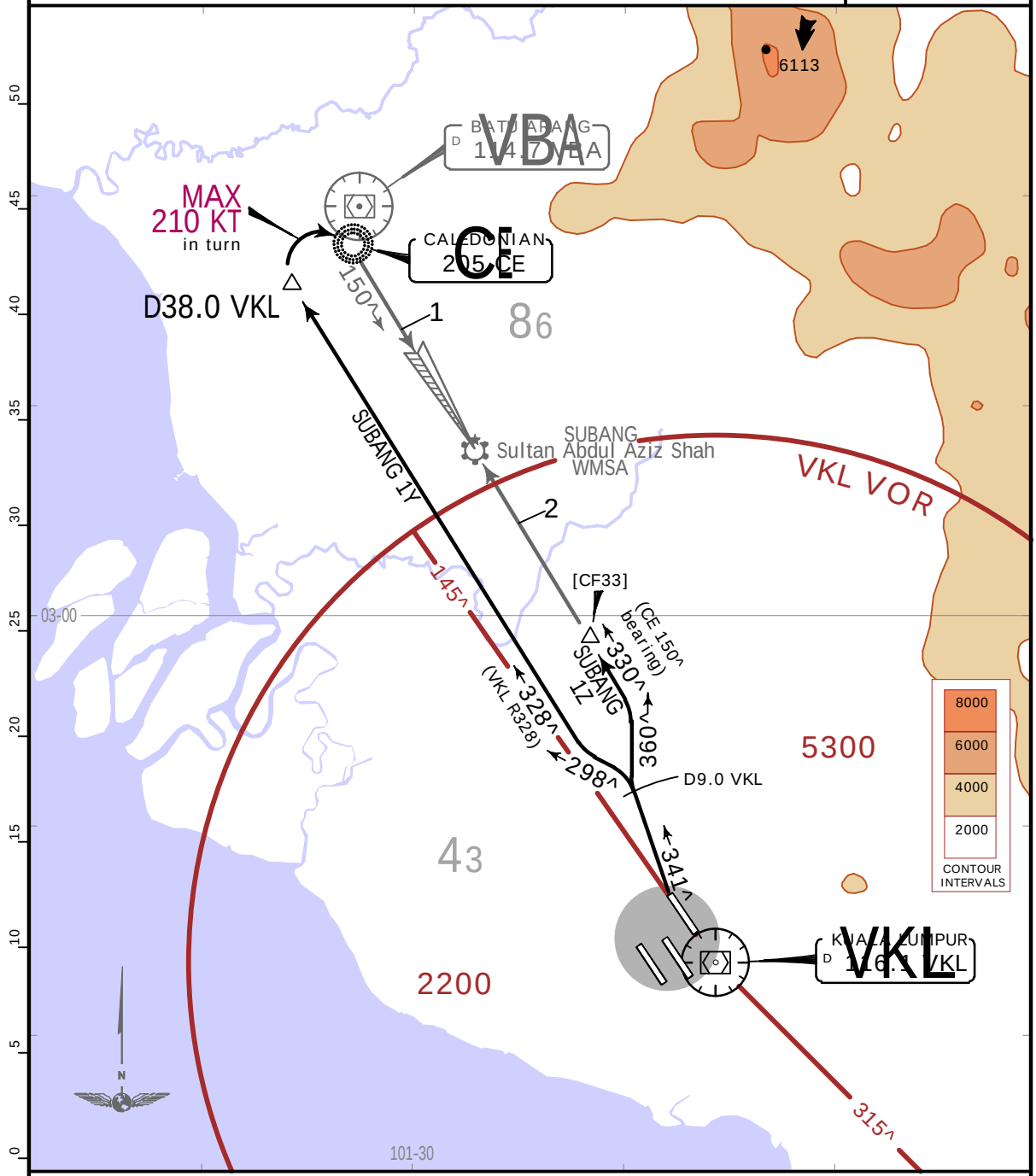
SID	ROUTING
SUBANG 1V	At VKL VOR proceed on VKL R341 (track 341^) until joining CE 149^ bearing. 2 EXPECT RNP Y approach Rwy 33.
SUBANG 1W	At VKL VOR proceed on VKL R328 (track 328^). At D38.0 VKL turn RIGHT (MAX 210 KT) to CE NDB. 1 EXPECT ILS or LOC approach Rwy 15 or RNP Y approach Rwy 15.

CHANGES: Reissue.

LUMPUR Departure	Apt Elev	Trans alt: 11000
135.250	69	

SUBANG 1Y [SUBA1Y], SUBANG 1Z [SUBA1Z] DEPARTURES
(FOR SULTAN ABDUL AZIZ SHAH-SUBANG)
(RWY 32R)





INITIAL CLIMB

After take-off proceed on track 341^ until D9.0 VKL.

SID	ROUTING
SUBANG 1Y	At D9.0 VKL turn LEFT on track 298^ to intercept and follow VKL R328. At D38.0 VKL turn RIGHT (MAX 210 KT) to CE NDB. 1 EXPECT ILS or LOC approach Rwy 15 or RNP Y approach Rwy 15.
SUBANG 1Z	At D9.0 VKL turn RIGHT on track 360^ until joining CE 150^ bearing. 2 EXPECT RNP Y approach Rwy 33.

CHANGES: Reissue.

TAXI ROUTES

1. STANDARD TAXI ROUTES

1.1 The Standard Taxi Routes are described in charts 20-6A to 20-6P1.

1.2 Progressive taxi instructions may be issued:

a) if a pilot is uncertain. ATC will use progressive taxi guidance by dictating the route to the pilot;
b) when a portion of the published taxi route is not available;
c) to resolve ground traffic conflict;
d) when ATC is able to provide a shorter route for the inbound/outbound aircraft.

1.3 Arriving aircraft, after landing and clearing the Rwy, will normally be transferred to Surface Movement Control (SMC), who will specify the taxi route to be taken and the aircraft stand allocation.

2. TAXI ROUTES AND RESTRICTIONS

2.1 KLIA Operations

2.1.1 Aircraft holding at all Rwy Holding Points are to ensure that the aircraft nose shall be exactly over the Rwy Holding Point to ensure adequate clearance with other aircraft taxiing behind.

2.1.2 Code E aircraft (maximum overall length 233' (71m)) holding at Rwy Holding Position (RHP), except Rwy Holding Position (RHP) A4-A7 and C5-C8, is clear of Code C aircraft (maximum wingspan of 118' (36m)) taxiing behind.

2.1.3 Code C aircraft (maximum overall length of 148' (45m)) holding at Rwy Holding Position, except Rwy Holding Position A4-A7 and C5-C8, is clear of Code F aircraft (maximum wingspan of 262' (80m)) taxiing behind.

2.1.4 Code C aircraft (maximum wingspan 118' (36m)) is clear to taxi behind Code E and F when aircraft holding at Rwy Holding Position (RHP) A2 to A11 or Rwy Holding Position (RHP) C1 to C10 except Rwy Holding Position (RHP) A4 to A7 and Rwy Holding Position (RHP) C5 to C8.

2.1.5 Only aircraft Code D and below is permitted to taxi on own power from Intersection D12 to SAE Hangar and vice versa.

2.1.6 Code E aircraft taxiing to SAE Hangar shall stop at Intersection D12 and to be towed to SAE Hangar.

2.1.7 Code E aircraft shall be towed from SAE Hangar to Intersection D12 before start-up for taxiing on own power.

2.2 KLIA2 Operations

2.2.1 Separation at Rwy Holding Position (RHP) Y1 to Y8 and Rwy Holding Position (RHP) P1 to P3:

a) When Code C aircraft (maximum lenght: 149' (45.5m)) holding at Rwy Holding Position (RHP) P1 to P3 or Rwy Holding Position (RHP) Y1 to Y8, only Code C aircraft (maximum wingspan 118' (36m)) is clear to taxi behind.
b) Aircraft Code D, E and F shall hold at Intermediate Holding Position (IHP) until aircraft at Rwy Holding Position (RHP) is cleared.

2.2.2 Code C aircraft is clear to taxi behind Code C aircraft holding at Rwy Holding Position (RHP) P1 to P3 or Rwy Holding Position (RHP) Y1 to Y8.

2.2.3 Code C aircraft DO NOT HAVE clearance to taxi behind Code D, E and F aircraft holding at Rwy Holding Position (RHP) P1 to P3 or Rwy Holding Position (RHP) Y1 to Y8.

2.2.4 Code D, E and F aircraft DO NOT HAVE clearance to taxi behind Code C aircraft holding at Rwy Holding Position (RHP) P1 to P3 or Rwy Holding Position (RHP) Y1 to Y8.

2.2.5 When there is aircraft holding at Taxiway (Twy) Q5, Q6 and Q7, other aircraft DO NOT HAVE sufficient clearance to taxi on Twy Q or P.

2.2.6 Aircraft Code D, E and F are not allowed to operate on:

a) Twy U1, U2 and U4 including the connecting taxiways from U3A, U3B, U3C, U3D, U3E, U3F, U8 and U9.
b) Twy from Q1, Q2, Q3 and Q4.
c) Portion of Twy P and Q North of P1 and Q5.

2.3 Code F Aircraft Operations

2.3.1 In the event that a Code F aircraft chooses to use Code E Taxiways, pilots shall be aware of the risk and be responsible for:

a) debris injection into the outer engines; and
b) insufficient wing-tip.

2.3.2 Intermediate Holding Positions (IHP) Twy A, B, C, D, F, G, H, K, S1, S2, S3, S4, S5, S6, S7, S8, T3, T4, T5 and T6 on KLIA are Code F compliance except for Twy B14, E1.

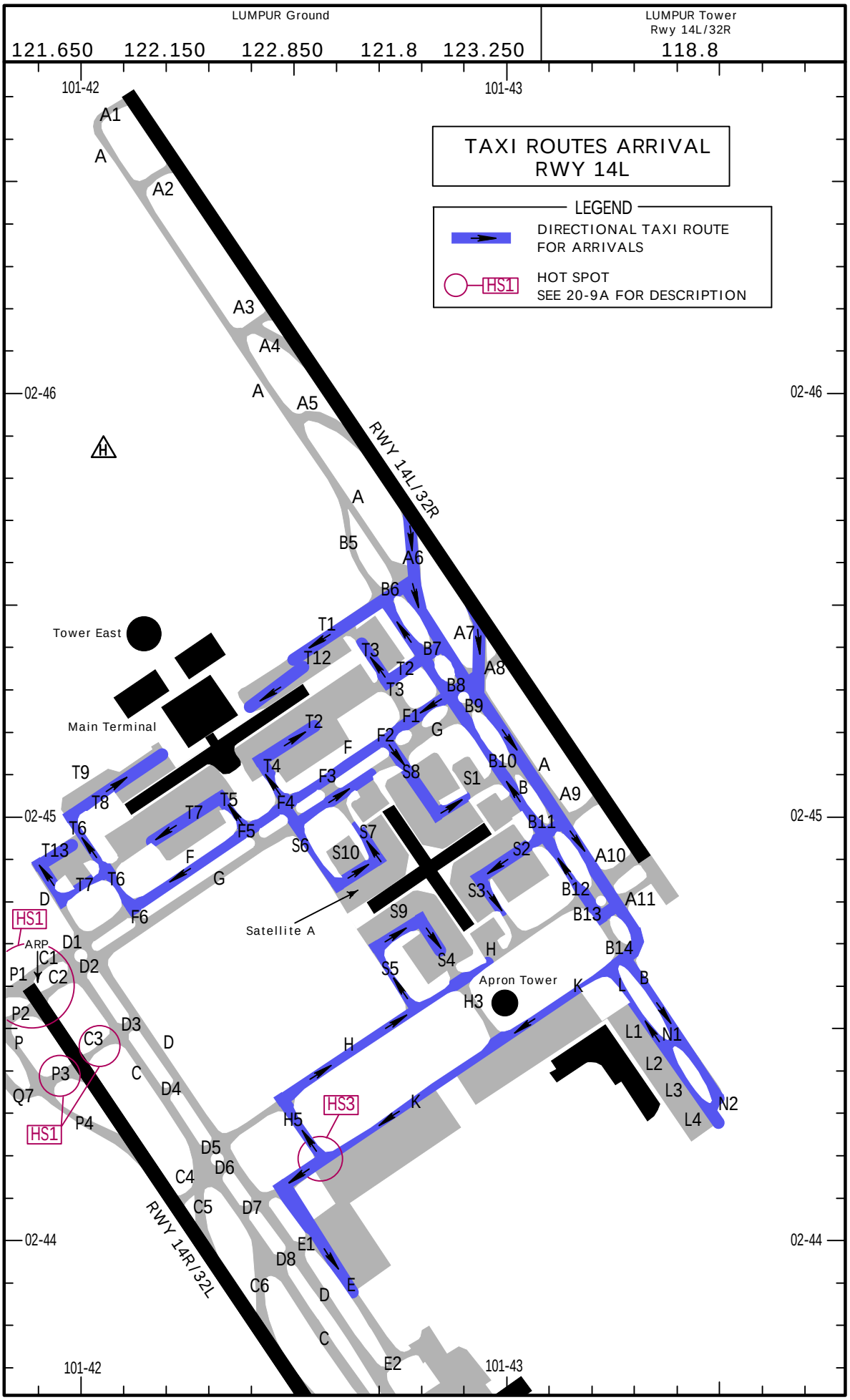
2.3.3 Intermediate Holding Positions (IHP) Twy Y, Z, U5, U6, Q5, Q6, P1 and P2 on KLIA2 are Code F compliance.

2.4 OTHERS

2.4.1 All aircraft shall obtain ATC Clearance prior to commencement of push back/start-up or towing.

2.4.2 The aircraft transponder shall be only switched on when the aircraft is commencing push back/start up or towing.

CHANGES: Taxi routes and restrictions paragraphs revised.

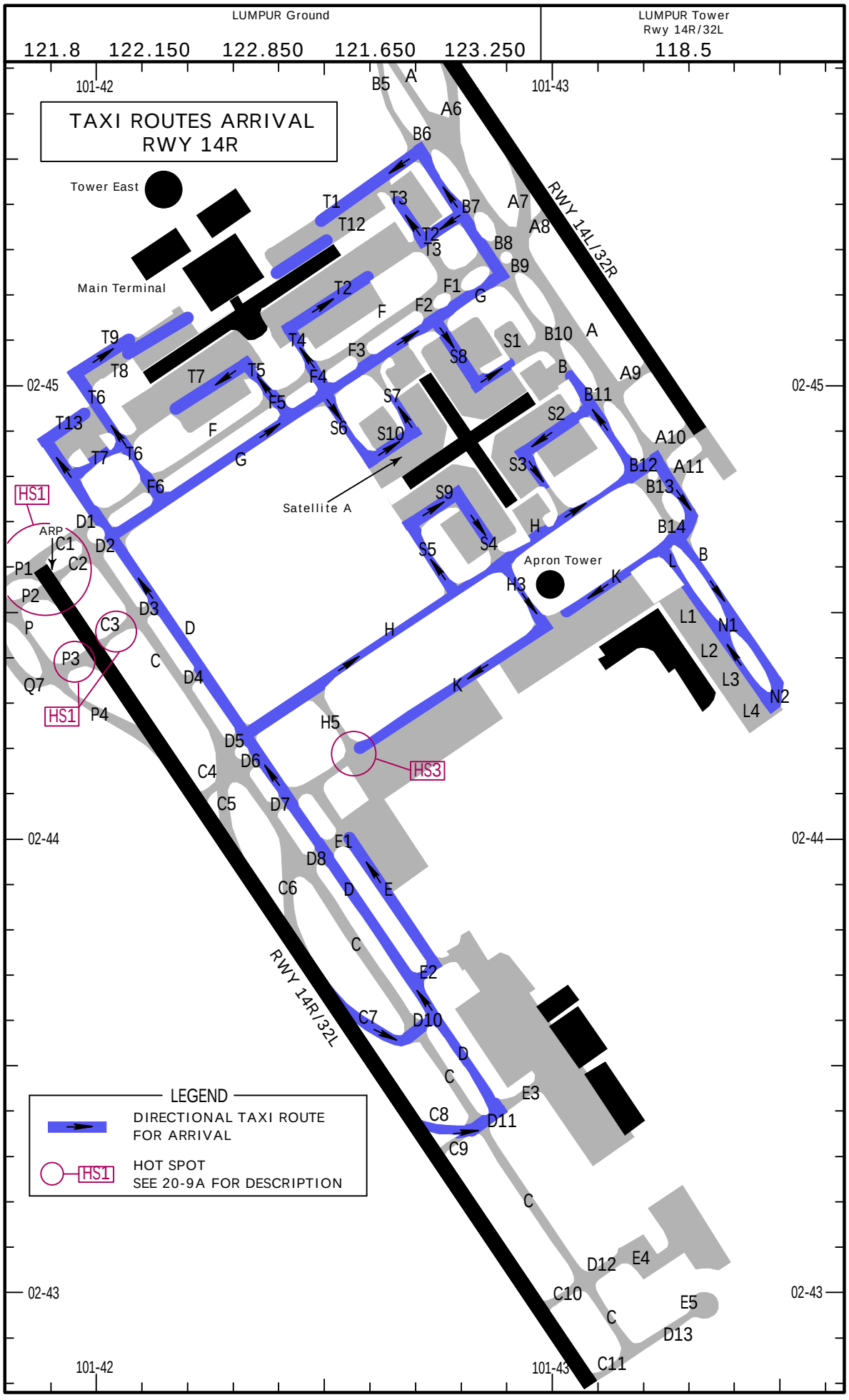


TAXI ROUTES FOR ARRIVALS RWY 14L (CONTD)

ARRIVALS RUNWAY 14L
All aircraft to vacate runway via intersections A6 or A7.
Exits via A8, A9 and A11 may be approved on request.

APRON	GATES	TAXI ROUTE DETAIL
EAST TERMINAL SOUTH (ETS) 122.150	A2 - A14 (EVEN No.) & A51, A52, A53, A54	Exit onto A then: B8/B11/B13 (Turn right onto B - if required) F, T5, T7
EAST TERMINAL WEST (ETW) 122.150	A3 - A13 (ODD No.)	Exit onto A then: B8, F, T6 T9, T8
EAST TERMINAL NORTH (ETN) 122.150	B3 - B23 (ODD No.) includes stands B61, B62 & B63	Exit onto A then: B6/B8 (Turn right onto B - if required) T1, T2 B747 for stands B61/B62/B63: B8/B11/B13 (Turn right onto B - if required) T2, T3
EAST TERMINAL EAST (ETE) 122.150	B2 - B16 (EVEN No.) & B51, B52, B53, B54	Exit onto A then: B8, F, T4, T2
VIP 122.150	A61, A62 & A63	Exit onto A then: B8/B11/B13 (Turn right onto B - if required) F, T6, T7, D, T13
EAST SATELLITE SOUTH (ESS) 122.275	C1, C3, C7, C32, C34, C36, C38, C51, C52, C53	Exit onto A then: B14, K, H5, H, S5, S9, (S4, dependant on stand No.)
EAST SATELLITE WEST (ESW) 122.850	C2, C4, C6, C11, C13, C15, C61, C62	Exit onto A then: B8/B11/B13 (Turn right onto B - if required) F, F4, S6, S10, (S7, dependant on stand No.)
EAST SATELLITE NORTH (ESN) 122.850	C12, C12R, C14, C16, C16R, C18, C21, C23, C25, C72, C73, C74	Exit onto A then: B8/B11/B13 (Turn right onto B - if required) F, F2, S8, (S1, dependant on stand No.)
EAST SATELLITE EAST (ESE) 122.275	C22, C24, C26, C28, C31, C33, C35, C81, C82, C83	Exit onto A then: B11/B13, B, S2 (S3 dependant on stand No.)
SATELLITE (C17) 122.850	C17	Exit onto A then: B8/B11/B13 (Turn right onto B if required) F, F4, G
SATELLITE (C27) 121.650	C27	Exit onto A then: B11/B13, B
SATELLITE (C37) 122.275	C37	Exit onto A then: B14, K, H5, H
EAST CARGO SOUTH (ECS) 121.8	F8, F9, F10, F11	Exit onto A then: B14, K, E
EAST CARGO WEST (ECW) 123.250	F1 - F7	Exit onto A then: B14, K
EAST CARGO NORTH (ECN) 123.250	F21 - F27	Exit onto A then: B14, K
EAST CARGO EAST (ECE) 123.250	F28 - F34	Exit onto A then: B14, B (N1/N2), L

CHANGES: Gates and Taxi Route details.



TAXI ROUTES FOR ARRIVALS RWY 14R (CONTD)

ARRIVALS RUNWAY 14R
All aircraft to vacate runway via intersections C7 or C8.
Exits via C9, C10 and C11 may be approved on request.

APRON	GATES	TAXI ROUTE DETAIL
EAST TERMINAL SOUTH (ETS) 122.150	A2 - A14 (EVEN No.) & A51, A52, A53, A54	Exit onto C then: D11/D10, D, G, F5, T5, T7
EAST TERMINAL WEST (ETW) 122.150	A3 - A13 (ODD No.)	Exit onto C then: D11/D10, D, G, F6, T6, T9, T8
EAST TERMINAL NORTH (ETN) 122.150	B3 - B23 (ODD No.) includes stands B61, B62 & B63	Exit onto C then: D11/D10, D, G, B, T1, T12 B747 for stands B61/B62/B63: D11/D10, D, G, B, T2, T3
EAST TERMINAL EAST (ETE) 122.150	B2 - B16 (EVEN No.) & B51, B52, B53, B54	Exit onto C then: D11/D10, D, G, F4, T4, T2
VIP 122.150	A61, A62 & A63	Exit onto C then: D11/D10, D, T13
EAST SATELLITE SOUTH (ESS) 122.275	C1, C3, C7, C32, C34, C36, C38, C51, C52, C53	Exit onto C then: D11/D10, D, H, S5, S9, (S4, dependant on stand No.)
EAST SATELLITE WEST (ESW) 122.850	C2, C4, C6, C11, C13, C15, C61, C62	Exit onto C then: D11/D10, D, G, S6, S10, (S7, dependant on stand No.)
EAST SATELLITE NORTH (ESN) 122.850	C12, C12R, C14, C16, C16R, C18, C21, C23, C25, C72, C73, C74	Exit onto C then: D11/D10, D, G, S8, (S1, dependant on stand No.)
EAST SATELLITE EAST (ESE) 122.275	C22, C24, C26, C28, C31, C33, C35, C81, C82, C83	Exit onto C then: D11/D10, D, H, B, S2, (S3 dependant on stand No.)
SATELLITE (C17) 122.850	C17	Exit onto C then: D11/D10, D, G
SATELLITE (C27) 121.650	C27	Exit onto C then: D11/D10, D, H, B
SATELLITE (C37) 122.275	C37	Exit onto C then: D11/D10, D, H
EAST CARGO SOUTH (ECS) 121.8	F8, F9, F10, F11	Exit onto C then: D10/D11, D, E2, E
EAST CARGO WEST (ECW) 123.250	F1 - F7	Exit onto C then: D11/D10, D, H, H3, K
EAST CARGO NORTH (ECN) 123.250	F21 - F27	Exit onto C then: D11/D10, D, H, B12, A, B14, K
EAST CARGO EAST (ECE) 123.250	F28 - F34	Exit onto C then: D11/D10, D, H, B12, A, B14, B, N1/N2, L

CHANGES: Gates and Taxi Route details.

WMKK/KUL KUALA LUMPUR, MALAYSIA

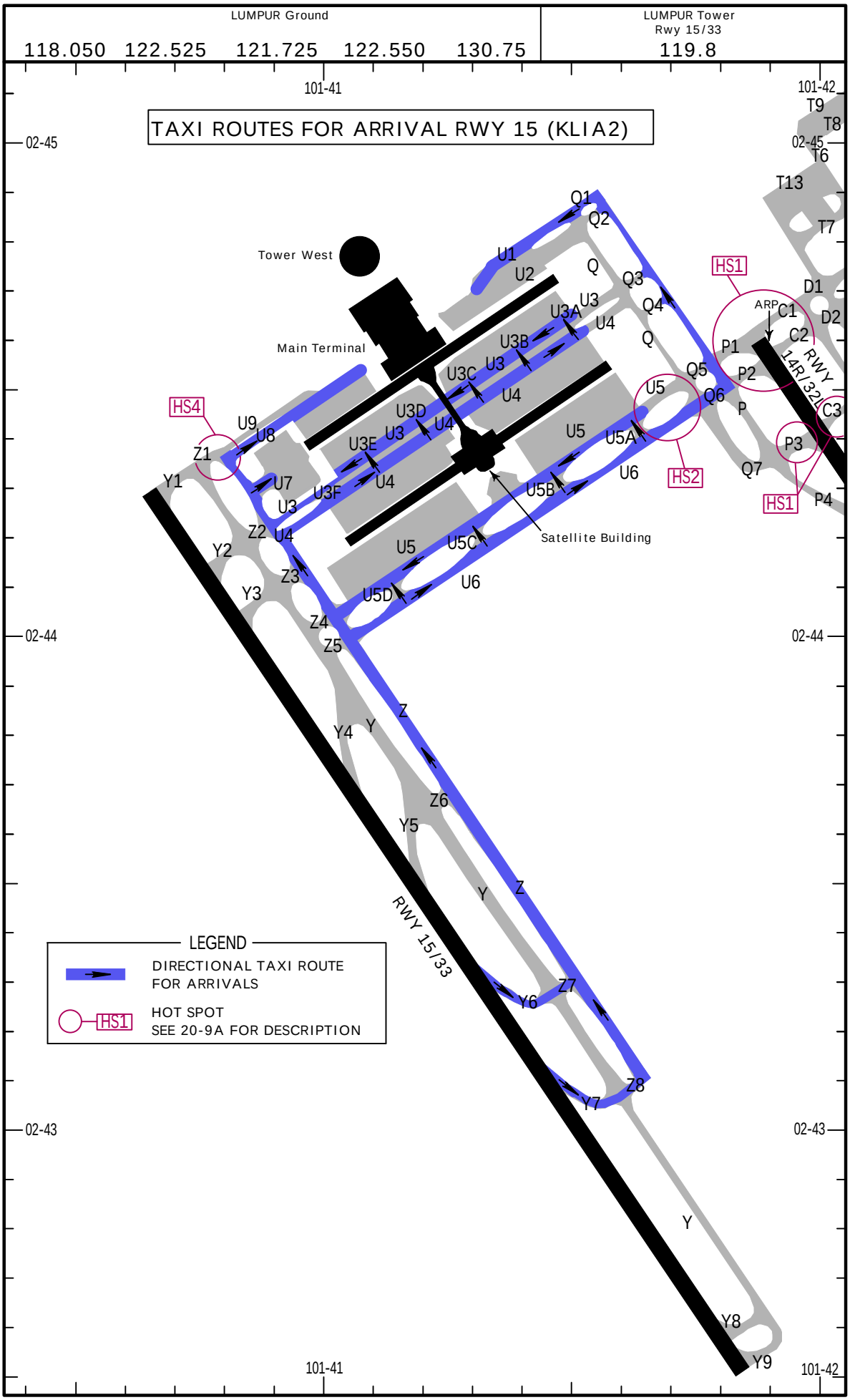
JEPPESEN

29 NOV 19 20-6C

KUALA LUMPUR INTL - SEPANG

LUMPUR Ground					LUMPUR Tower Rwy 15/33
118.050	122.525	121.725	122.550	130.75	119.8

TAXI ROUTES FOR ARRIVAL RWY 15 (KLIA2)



TAXI ROUTES FOR ARRIVAL RWY 15 (KLIA2) (CONTD)

ARRIVALS RUNWAY 15 TO KLIA2

All aircraft to vacate runway via intersections Y6 or Y7.
Exits via Y8 and Y9 may be approved on request.

APRON	GATES	TAXI ROUTE DETAIL
WEST TERMINAL SOUTH (WTS) 122.550	K2 - K18 (EVEN No.)	Exit onto Y then Z7/Z8, Z, U4: U3D to gate K2 U3D, U3 to gates K4, K6, K8 and K10 U3E to gate K12 U3E to gates K14, K16 and K18.
WEST TERMINAL WEST (WTW) 121.725	K1 - K13 (ODD No.) & K20 - K24 (EVEN No.)	Exit onto Y then: Z7/Z8, Z, U8 For gates K20, K22 & K24 via Z7/Z8, Z, U7
WEST TERMINAL NORTH (WTN) 121.725	J1 - J17 (ODD No.)	Exit onto Y then: Z7/Z8, Z, U6, Q6, P, Q1, U1, U2
WEST TERMINAL EAST (WTE) 122.550	J2 - J22 (EVEN No.)	Exit onto Y then Z7/Z8, Z, U4: U3A to gate J22 U3A, U3 to gates J20, J18, J16 and J14 U3B to gate J12 U3B, U3 to gates J10, J8, J6 and J4 U3C to gate J2.
WEST SATELLITE SOUTH (WSS) 130.75	Q2 - Q18 (EVEN No.)	Exit onto Y then Z7/Z8, Z, U6: U5B, U5 to gate Q2 U5C to gate Q4 U5C, U5 to gates Q6, Q8, Q10 and Q12 U5D to gate Q14 U5D, U5 to gates Q16 and Q18.
WEST SATELLITE WEST (WSW) 122.550	Q1 - Q21 (ODD No.)	Exit onto Y then: Z7/Z8, Z, U4
WEST SATELLITE NORTH (WSN) 122.550	P1 - P21 (ODD No.)	Exit onto Y then: Z7/Z8, Z, U4
WEST SATELLITE EAST (WSE) 130.75	P2 - P12 (EVEN No.)	Exit onto Y then Z7/Z8, Z, U6: U5A to gate P12 U5A, U5 to gates P10, P8 and P6 U5B to gate P4 U5B, U5 to gate P2

CHANGES: Taxi route detail.

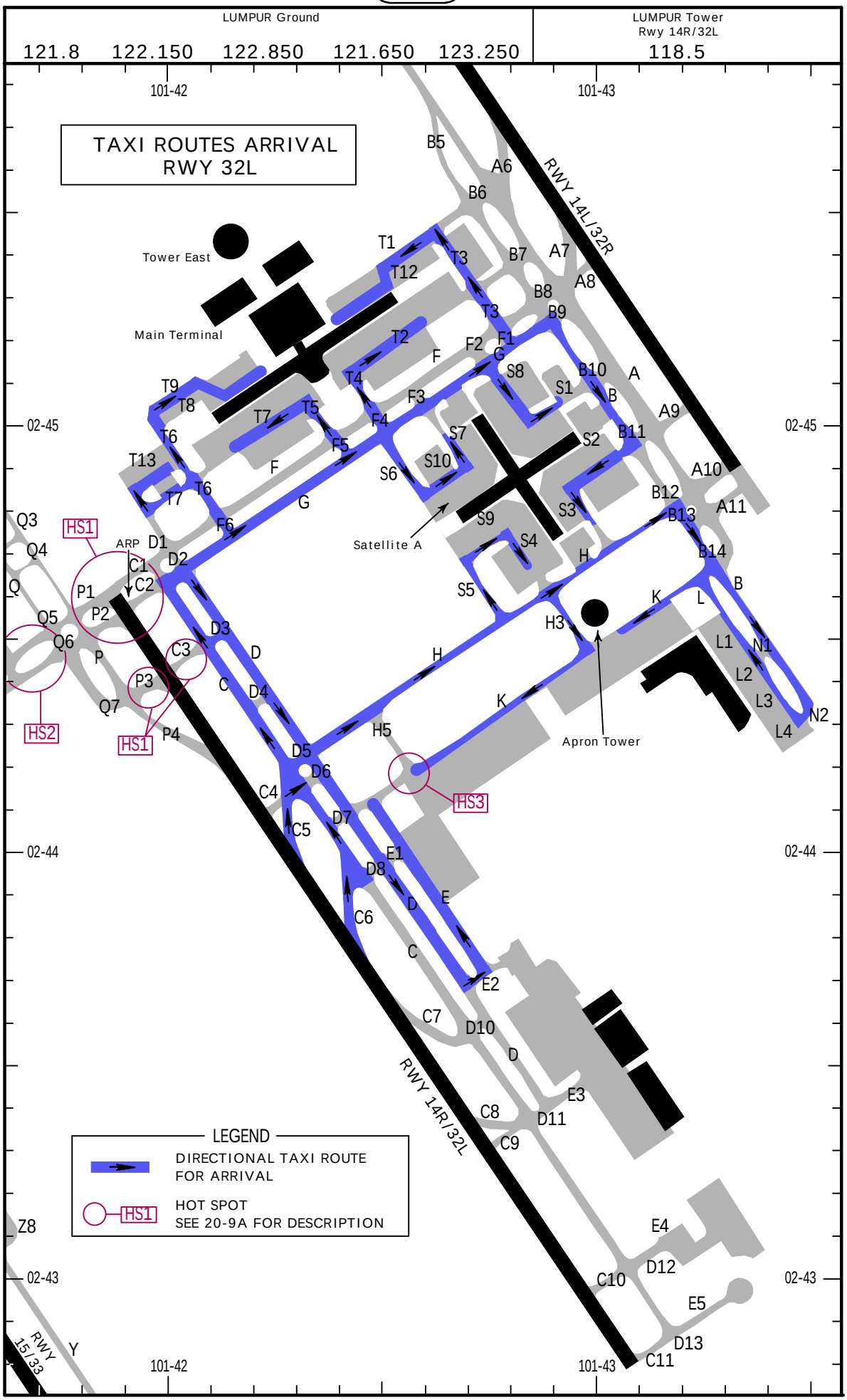
WMKK/KUL

JEPPESEN

27 MAY 22 20-6D

KUALA LUMPUR, MALAYSIA

KUALA LUMPUR INTL-SEPANG



CHANGES: Twy D3 and D5 arrival routes added.

TAXI ROUTES FOR ARRIVAL RWY 32L (CONTD)

ARRIVAL 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
EAST TERMINAL SOUTH (ETS) 122.150	A2 - A14 (EVEN No.) & A51, A52, A53, A54	Exit onto C then: D2, G, F5, T5, T7
EAST TERMINAL WEST (ETW) 122.150	A3 - A13 (ODD No.)	Exit onto C then: D2, G, F6, T6, T9, T8
EAST TERMINAL NORTH (ETN) 122.150	B3 - B23 (ODD No.) includes stands B61, B62 & B63	Exit onto C then: D2, G, F1, T3, T1, T12 B747 for stands B61/B62/B63: D2, G, F1, T3
EAST TERMINAL EAST (ETE) 122.150	B2 - B16 (EVEN No.) & B51, B52, B53, B54	Exit onto C then: D2, G, F4, T4, T2
VIP 122.150	A61, A62 & A63	Exit onto C then: D2, G, F6, T6, T7, D, T13
EAST SATELLITE SOUTH (ESS) 122.275	C1, C3, C7, C32, C34, C36, C38, C51, C52, C53	Exit onto C, then: D5/D3/D2 (Turn right onto D - if required) H, S5, S9, (S4, dependant on stand no.)
EAST SATELLITE WEST (ESW) 122.850	C2, C4, C6, C11, C13, C15, C61, C62	Exit onto C then: D2, G, S6, S10, (S7 dependant on stand no.)
EAST SATELLITE NORTH (ESN) 122.850	C12, C12R, C14, C16, C16R, C18, C21, C23, C25, C72, C73, C74	Exit onto C then: D2, G, S8, (S1, dependant on stand no.)
EAST SATELLITE EAST (ESE) 122.275	C22, C24, C26, C28, C31, C33, C35, C81, C82, C83	Exit onto C, then: D2, G, B, S2 (S3 dependant on stand no.)
SATELLITE (C17) 122.850	C17	Exit onto C then: D2, G
SATELLITE (C27) 121.650	C27	Exit onto C, then: D2, G, B
SATELLITE (C37) 122.275	C37	Exit onto C, then: D5/D3/D2 (Turn right onto D - if required) H
EAST CARGO SOUTH (ECS) 121.8	F8, F9, F10, F11	Exit onto C then: D5/D3/D2, (Turn right onto D - if required) D, E2, E
EAST CARGO WEST (ECW) 123.250	F1 - F7	Exit onto C then: D5/D3/D2 (Turn right onto D - if required) H, H3, K
EAST CARGO NORTH (ECN) 123.250	F21 - F27	Exit onto C then: D5/D3/D2 (Turn right onto D - if required) H, B, K
EAST CARGO EAST (ECE) 123.250	F28 - F34	Exit onto C then: D5/D3/D2 (Turn right onto D - if rerquired) H, B, N1/N2, L

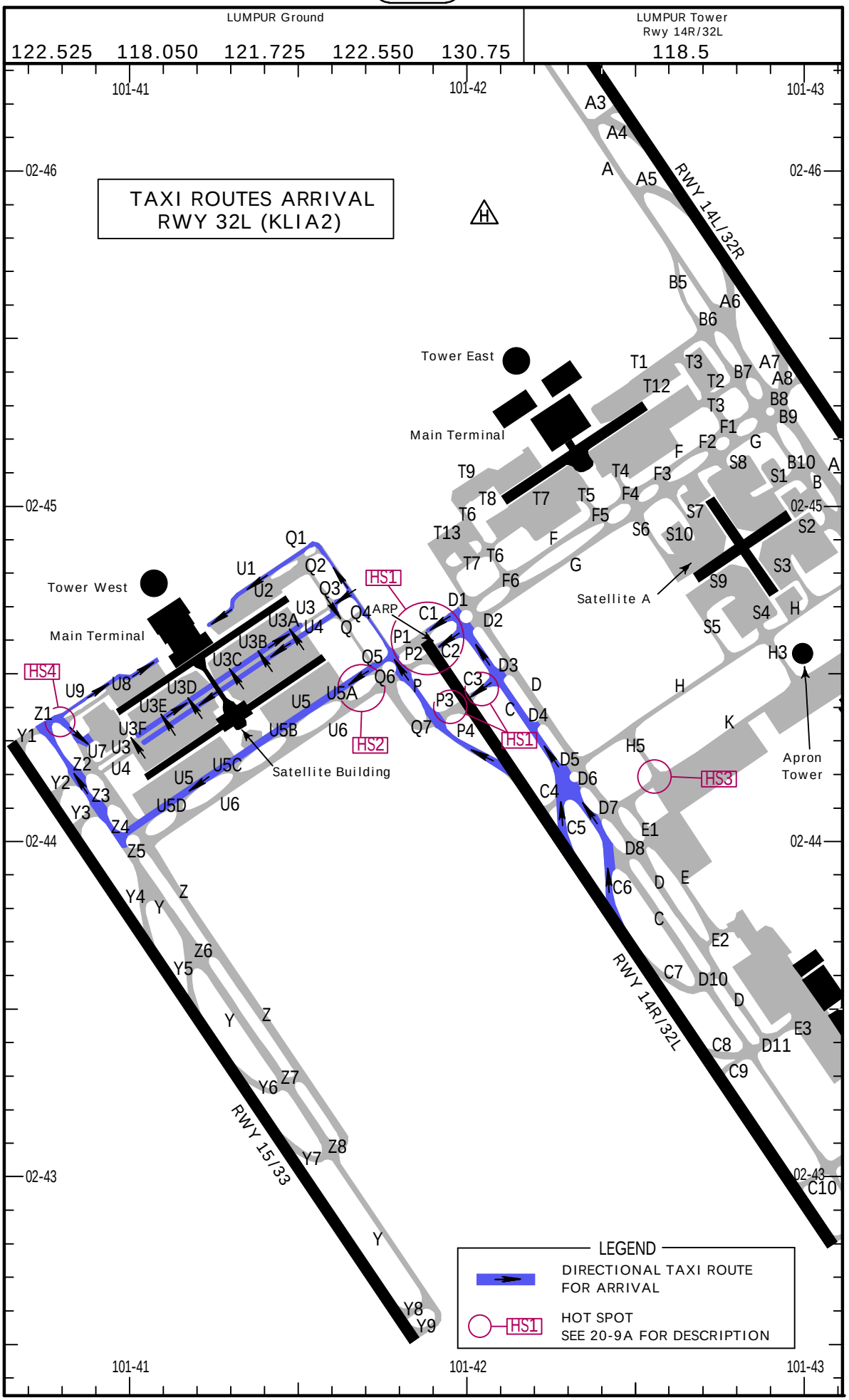
KUALA LUMPUR, MALAYSIA

KUALA LUMPUR INTL-SEPANG

LUMPUR Ground
122.525 118.050 121.725 122.550 130.75

LUMPUR Tower
Rwy 14R/32L
118.5

TAXI ROUTES ARRIVAL
RWY 32L (KLIA2)



CHANGES: None.

TAXI ROUTES ARRIVAL RWY 32L (KLIA2) (CONTD)

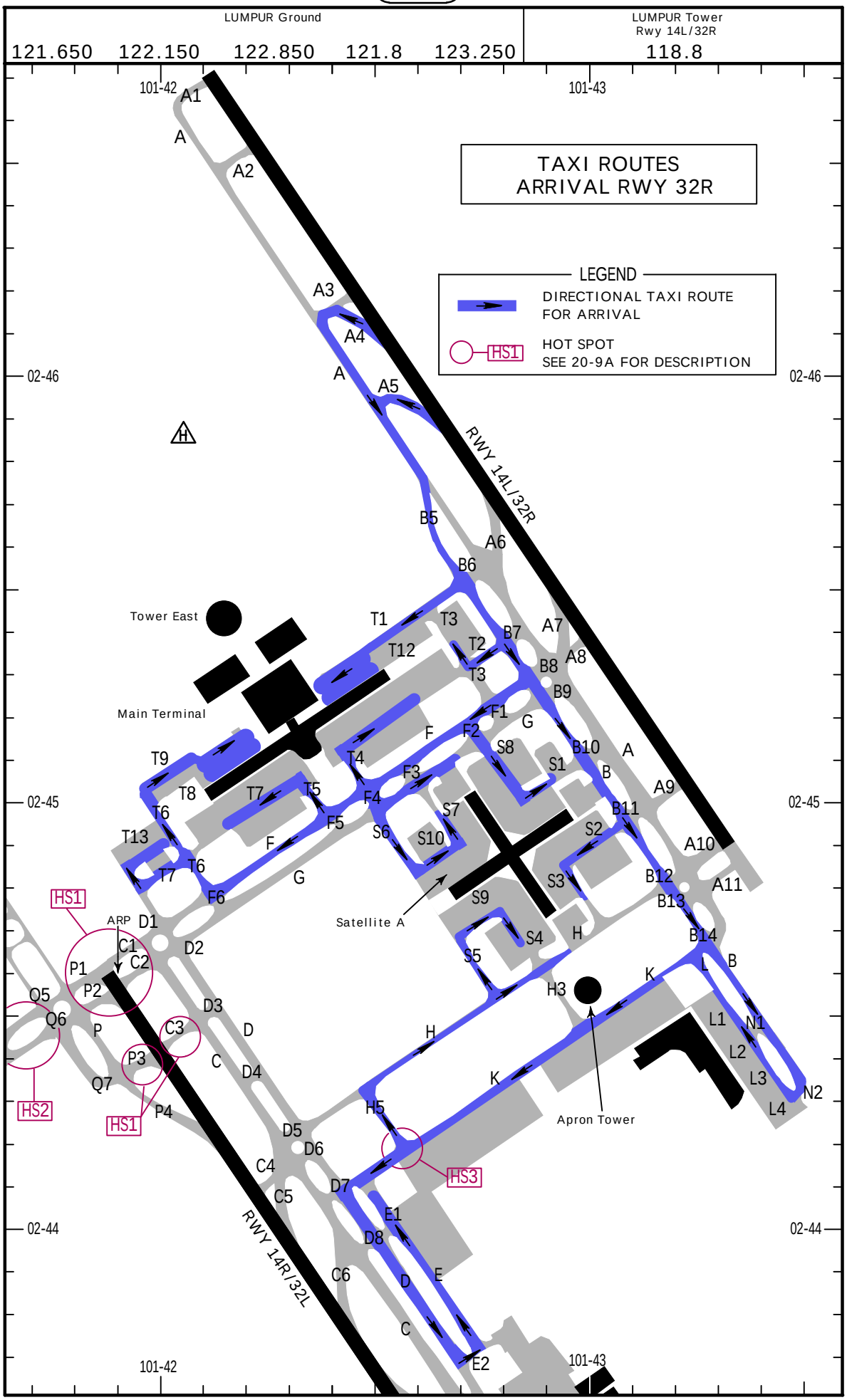
ARRIVALS RUNWAY 32L TO KLIA2
All aircraft to vacate runway via intersections C6, C5 or P4 as instructed by ATC.
Exits via P3, P2 or P1 may be approved on request.

APRON	GATES	TAXI ROUTE DETAIL
WEST TERMINAL SOUTH (WTS) 122.550	K2 - K18 (EVEN No.)	Exit onto P, then: Q3, Q, U4: U3F, U3 to gates K18, K16, K14 U3E to gate K12 U3E, U3 to gates K10, K8, K6 and K4 U3D to gate K2
WEST TERMINAL WEST (WTW) 121.725	K1 - K13 (ODD No.) & K20 - K24 (EVEN No.)	Exit onto P, then: Q5, U5, Z4, Y, Z1, U9, U8 For gates K20, K22 & K24 via P, Q5, U5, Z4, Y, Z1, Z, U7
WEST TERMINAL NORTH (WTN) 121.725	J1 - J17 (ODD No.)	Exit onto P, then: Q1, U1, U2
WEST TERMINAL EAST (WTE) 122.550	J2 - J22 (EVEN No.)	Exit onto P, then: Q3, Q, U4: U3C to gate J2 U3C, U3 to gates J4, J6, J8 and J10 U3B to gate J12 U3B, U3 to gates J14, J16, J18 and J20 U3A to gate J22
WEST SATELLITE SOUTH (WSS) 130.75	Q2 - Q18 (EVEN No.)	Exit onto P, then: Q5, U5
WEST SATELLITE WEST (WSW) 122.550	Q1 - Q21 (ODD No.)	Exit onto P, then: Q3, Q, U4
WEST SATELLITE NORTH (WSN) 122.550	P1 - P21 (ODD No.)	Exit onto P, then: Q3, Q, U4
WEST SATELLITE EAST (WSE) 130.75	P2 - P12 (EVEN No.)	Exit onto P, then: Q5, U5

KUALA LUMPUR, MALAYSIA

KUALA LUMPUR INTL-SEPANG

LUMPUR Ground					LUMPUR Tower Rwy 14L/32R
121.650	122.150	122.850	121.8	123.250	118.8



TAXI ROUTES ARRIVAL RWY 32R (CONTD)

ARRIVALS RUNWAY 32R
All aircraft to vacate runway via intersections A4 or A5.
Exits via A1, A2, and A3 may be approved on request.

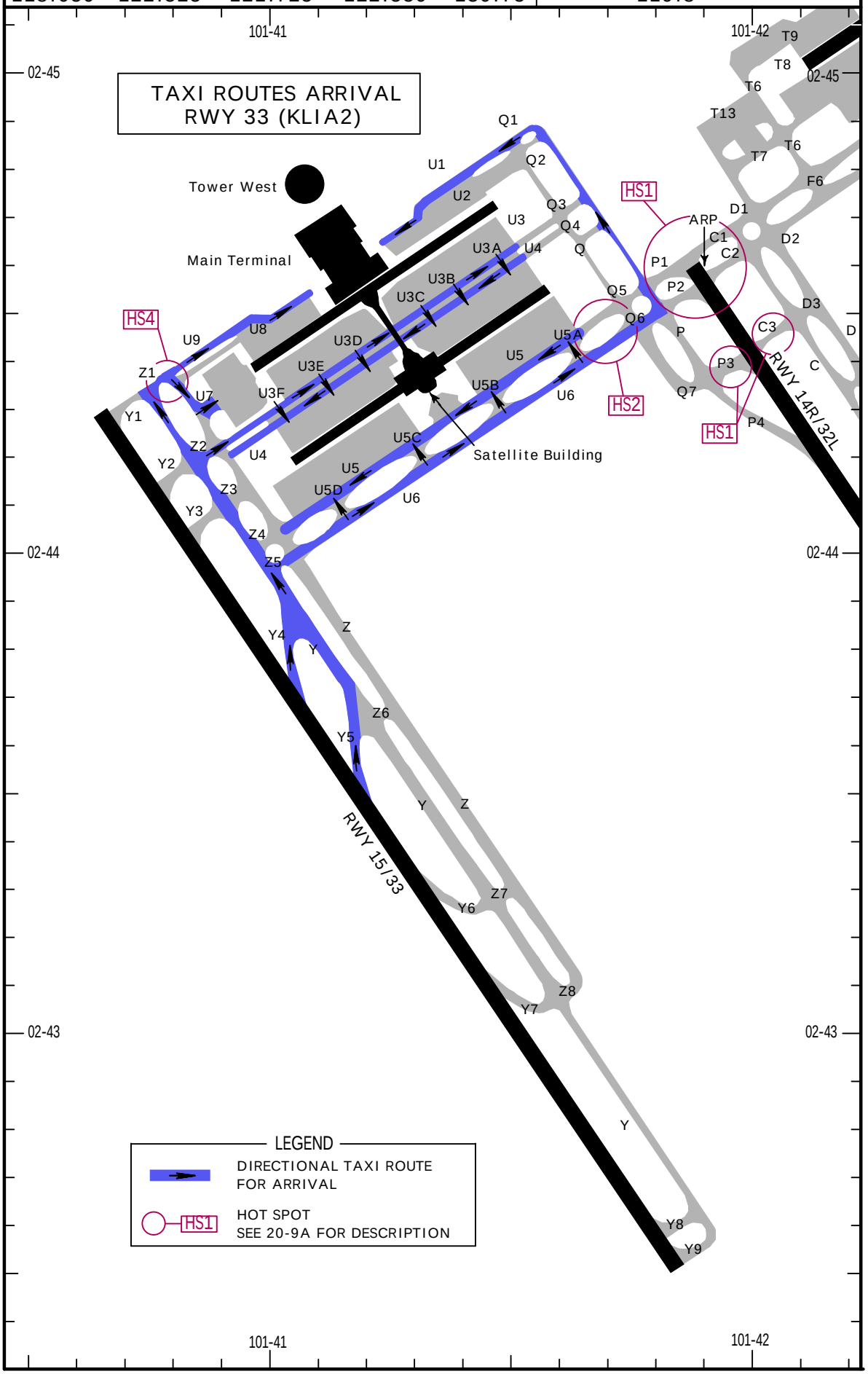
APRON	GATES	TAXI ROUTE DETAIL
EAST TERMINAL SOUTH (ETS) 122.150	A2 - A14 (EVEN No.) & A51, A52, A53, A54	Exit onto A then: B5, B, F, T5, T7
EAST TERMINAL WEST (ETW) 122.150	A3 - A13 (ODD No.)	Exit onto A then: B5, B, F, T6, T9, T8
EAST TERMINAL NORTH (ETN) 122.150	B3 - B23 (ODD No.) Includes stands B61, B62, B63	Exit onto A then: B5, B, T1, T12 B747 for stands B62/B63: B5, B, T2, T3
EAST TERMINAL EAST (ETE) 122.150	B2 - B16 (EVEN No.) & & B51, B52, B53, B54	Exit onto A then: B5, B, F, T4, T2
VIP 122.150	A61, A62 & A63	Exit onto A then: B5, B, F, T6, T7, D, T13
EAST SATELLITE SOUTH (ESS) 122.275	C1, C3, C7, C32, C34, C36, C38, C51, C52, C53	Exit onto A then: B5, B, K, H5, H, S5, S9, (S4, dependant on stand no.)
EAST SATELLITE WEST (ESW) 122.850	C2, C4, C6, C11, C13, C15, C61, C62	Exit onto A then: B5, B, F, F4, S6, S10, (S7, dependant on stand no.)
EAST SATELLITE NORTH (ESN) 122.850	C12, C12R, C14, C16, C16R, C18, C21, 23, C25, C72, C73, C74	Exit onto A then: B5, B, F, F2, S8 (S1, dependant on stand no.)
EAST SATELLITE EAST (ESE) 122.275	C22, C24, C26, C28, C31, C33, C35, C81, C82, C83	Exit onto A then: B5, B, S2 (S3 dependant on stand no.)
SATELLITE (C17) 122.850	C17	Exit onto A then: B5, B, F, F4, G
SATELLITE (C27) 121.650	C27	Exit onto A then: B5, B
SATELLITE (C37) 122.275	C37	Exit onto A then: B5, B, K, H5, H
EAST CARGO SOUTH (ECS) 121.8	F8, F9, F10, F11	Exit onto A then: B5, B, K, D, E2, E
EAST CARGO WEST (ECW) 123.250	F1 - F7	Exit onto A then: B5, B, K
EAST CARGO NORTH (ECN) 123.250	F21 - F27	Exit onto A then: B5, B, K
EAST CARGO EAST (ECE) 123.250	F28 - F34	Exit onto A then: B5, B, N1/N2, L

CHANGES: Gates and Taxi Route details.

KUALA LUMPUR, MALAYSIA

KUALA LUMPUR INTL-SEPANG

LUMPUR Ground					LUMPUR Tower Rwy 15/33
118.050	122.525	121.725	122.550	130.75	119.8



TAXI ROUTES ARRIVAL RWY 33 (KLIA2) (CONTD)

ARRIVALS RUNWAY 33 TO KLIA2

All aircraft to vacate runway via intersection Y4 or Y5.
Exits via Y1, Y2 and Y3 may be approved on request.

APRON	GATES	TAXI ROUTE DETAIL
WEST TERMINAL SOUTH (WTS) 122.550	K2 - K18 (EVEN No.)	Exit onto Y then: Z2, U3
WEST TERMINAL WEST (WTW) 121.725	K1 - K13 (ODD No.) & K20 - K24 (EVEN No.)	Exit onto Y then: Z1, U9, U8 For gates K20, K22 & K24 via Z1, Z, U7
WEST TERMINAL NORTH (WTN) 121.725	J1 - J17 (ODD No.)	Exit onto Y then: Z5, U6, Q6, P, Q1, U1, U2
WEST TERMINAL EAST (WTE) 122.550	J2 - J22 (EVEN No.)	Exit onto Y then: Z2, U3
WEST SATELLITE SOUTH (WSS) 130.75	Q2 - Q18 (EVEN No.)	Exit onto Y then Z5, U6: U5B, U5 to gate Q2 U5C to gate Q4 U5C, U5 to gate Q6, Q8, Q10 and Q12 U5D to gate Q14 U5D, U5 to gate Q16 and Q18.
WEST SATELLITE WEST (WSW) 122.550	Q1 - Q21 (ODD No.)	Exit onto Y then Z2, U3: U3D to gate Q1 U3D, U4 to gate Q3, Q5, Q7 and Q9 U3E to gate Q11 U3E, U4 to gate Q13, Q15, Q17 and Q19 U3F to gate Q21.
WEST SATELLITE NORTH (WSN) 122.550	P1 - P21 (ODD No.)	Exit onto Y then Z2, U3: U3A to gate P21 U3A, U4 to gate P19, P17, P15 and P13 U3B to gate P11 U3B, U4 to gate P9, P7, P5 and P3 U3C to gate P1
WEST SATELLITE EAST (WSE) 130.75	P2 - P12 (EVEN No.)	Exit onto Y then Z5, U6: U5A to gate P12 U5A, U5 to gate P10, P8 and P6 U5B to gate P4 U5B, U5 to gate P2.

CHANGES: Apron name changed from South (WTS) to West (WTW).

WMKK/KUL

JEPPESEN

11 JUN 21
Eff.17.Jun.

20-6H

KUALA LUMPUR, MALAYSIA

KUALA LUMPUR INTL-SEPANG

ATIS Departure	LUMPUR Delivery	LUMPUR Ground	LUMPUR Tower Rwy 14L/32R
126.450	126.0 128.15	121.650 122.150 122.850 121.8 123.250	118.8

TAXI ROUTES DEPARTURE RWY 14L

LEGEND
- DIRECTIONAL TAXI ROUTE FOR DEPARTURE
- HS1 HOT SPOT SEE 20-9A FOR DESCRIPTION

RWY 14L/32R

RWY 14R/32L

Tower East

Main Terminal

Satellite A

Apron Tower

ARP

101-42 101-43

02-46 02-45 02-44

TAXI ROUTES FOR DEPARTURES RWY 14L (CONTD)

DEPARTURES RUNWAY 14L
Intersections A2 and A3 may be available on request.

APRON	GATES	TAXI ROUTE DETAIL
EAST TERMINAL SOUTH (ETS) 122.150	A2 - A14 (EVEN No.) & A51, A52, A53, A54	T7, T6, F6, G, B, B5, A, A1
EAST TERMINAL WEST (ETW) 122.150	A3 - A13 (ODD No.)	T8, T6, F6, G, B, B5, A, A1
EAST TERMINAL NORTH (ETN) 122.150	B3 - B23 (ODD No.) includes stands B61, B62 & B63	T12, T3, T2, B, B5, A, A1
EAST TERMINAL EAST (ETE) 122.150	B2 - B16 (EVEN No.) & B51, B52, B53, B54	T2, B, B5, A, A1
VIP 122.150	A61, A62 & A63	T13, T6, F6, G, B, B5, A, A1
EAST SATELLITE SOUTH (ESS) 122.275	C1, C3, C7, C32, C34, C36, C38, C51, C52, C53	S4, H, B, B5, A, A1
EAST SATELLITE WEST (ESW) 122.850	C2, C4, C6, C11, C13, C15, C61, C62	S7, G, B, B5, A, A1
EAST SATELLITE NORTH (ESN) 122.850	C12, C12R, C14, C16, C16R, C18, C21, C23, C25, C72, C73, C74	S1, B, B5, A, A1
EAST SATELLITE EAST (ESE) 122.275	C22, C24, C26, C28, C31, C33, C35, C81, C82, C83	S3, H, B, B5, A, A1
SATELLITE (C17) 122.850	C17	G, B, B5, A, A1
SATELLITE (C27) 121.650	C27	B, B5, A, A1
SATELLITE (C37) 122.275	C37	H, B, B5, A, A1
EAST CARGO SOUTH (ECS) 121.8	F8, F9, F10, F11	E, E1, D, H, B, B5, A, A1
EAST CARGO WEST (ECW) 123.250	F1 - F7	K, H5, H, B, B5, A, A1
EAST CARGO NORTH (ECN) 123.250	F21 - F27	K, H5, H, B, B5, A, A1
EAST CARGO EAST (ECE) 123.250	F28 - F34	L, K, H5, H, B, B5, A, A1

WMKK/KUL

JEPPESEN

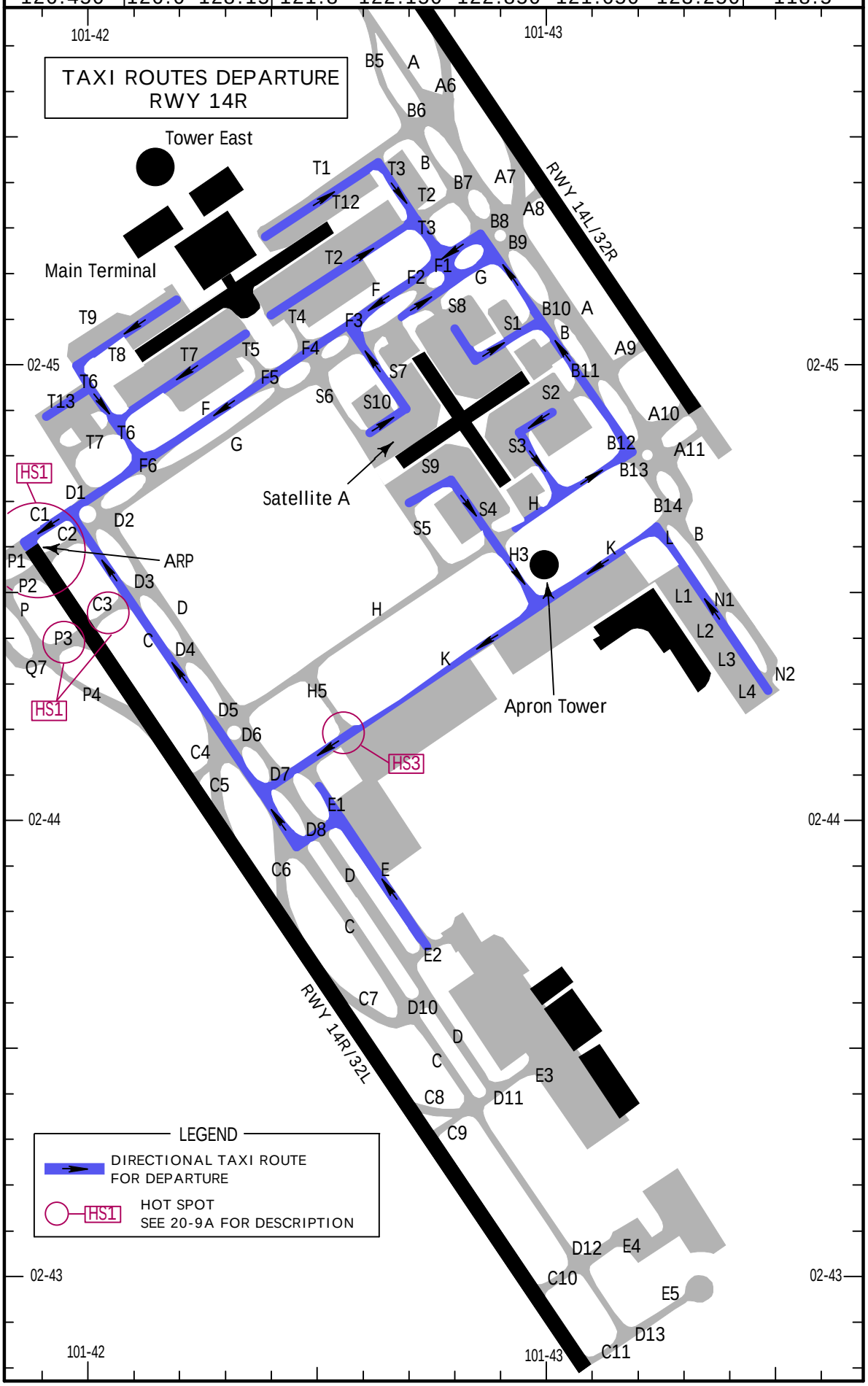
11 JUN 21
Eff.17.Jun.

20-6J

KUALA LUMPUR, MALAYSIA

KUALA LUMPUR INTL-SEPANG

ATIS Departure	LUMPUR Delivery	LUMPUR Ground	LUMPUR Tower Rwy 14R/32L
126.450	126.0 128.15	121.8 122.150 122.850 121.650 123.250	118.5



CHANGES: Delivery freq added.

TAXI ROUTES FOR DEPARTURES RWY 14R (CONTD)

DEPARTURES RUNWAY 14R
Intersections C2 and C3 may be available on request.

APRON	GATES	TAXI ROUTE DETAIL
EAST TERMINAL SOUTH (ETS) 122.150	A2 - A14 (EVEN No.) & A51, A52, A53, A54	T7, T6, F, D1, C1
EAST TERMINAL WEST (ETW) 122.150	A3 - A13 (ODD No.)	T8, T6, F, D1, C1
EAST TERMINAL NORTH (ETN) 122.150	B3 - B23 (ODD No.) includes stands B61, B62 & B63	T12, T3, F, D1, C1
EAST TERMINAL EAST (ETE) 122.150	B2 - B16 (EVEN No.) & B51, B52, B53, B54	T2, T3, F, D1, C1
VIP 122.150	A61, A62 & A63	T13, T6, F, D1, C1
EAST SATELLITE SOUTH (ESS) 122.275	C1, C3, C7, C32, C34, C36, C38, C51, C52, C53	S4, H3, K, D7, C, C1
EAST SATELLITE WEST (ESW) 122.850	C2, C4, C6, C11, C13, C15, C61, C62	S7, F3, F, D1, C1
EAST SATELLITE NORTH (ESN) 122.850	C12, C12R, C14, C16, C16R, C18, C21, C23, C25, C72, C73, C74	S1, B, F, D1, C1
EAST SATELLITE EAST (ESE) 122.275	C22, C24, C26, C28, C31, C33, C35, C81, C82, C83	S3, H, B, F, D1, C1
SATELLITE (C17) 122.850	C17	G, F1, F, D1, C1
SATELLITE (C27) 121.650	C27	B, F, D1, C1
SATELLITE (C37) 122.275	C37	H, B, F, D1, C1
EAST CARGO SOUTH (ECS) 121.8	F8, F9, F10, F11	E, E1, D8, C, C1
EAST CARGO WEST (ECW) 123.250	F1 - F7	K, D7, C, C1
EAST CARGO NORTH (ECN) 123.250	F21 - F27	K, D7, C, C1
EAST CARGO EAST (ECE) 123.250	F28 - F34	L, K, D7, C, C1

CHANGES: None.

WMKK/KUL

JEPPESEN

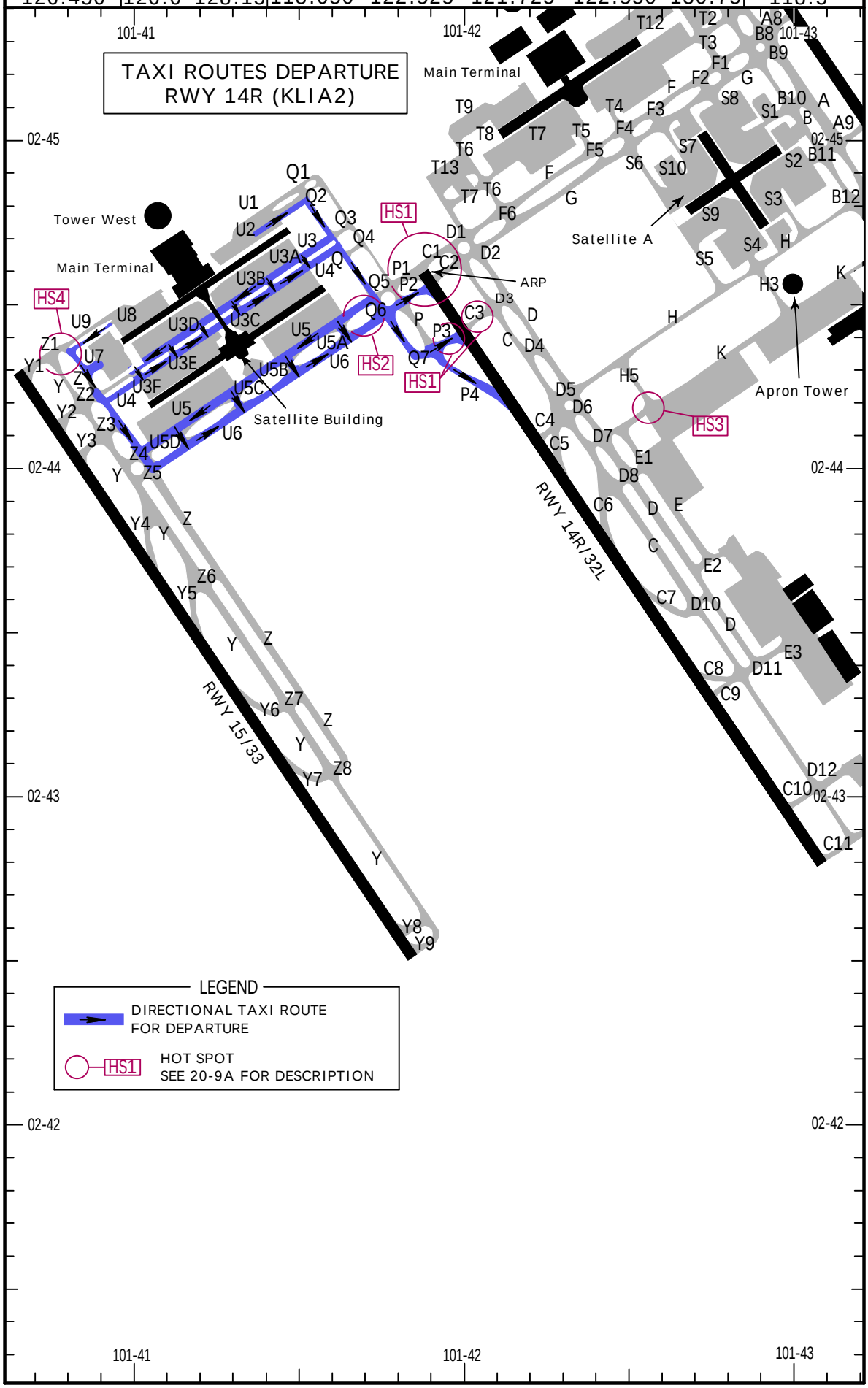
11 JUN 21
.Eff.17.Jun.

20-6K

KUALA LUMPUR, MALAYSIA

KUALA LUMPUR INTL-SEPANG

ATIS Departure	LUMPUR Delivery	LUMPUR Ground					LUMPUR Tower Rwy 14R/32L
126.450	126.0	128.15	118.050	122.525	121.725	122.550	130.75	118.5



CHANGES: Delivery freq added.

TAXI ROUTES FOR DEPARTURES RWY 14R (KLIA2) (CONTD)

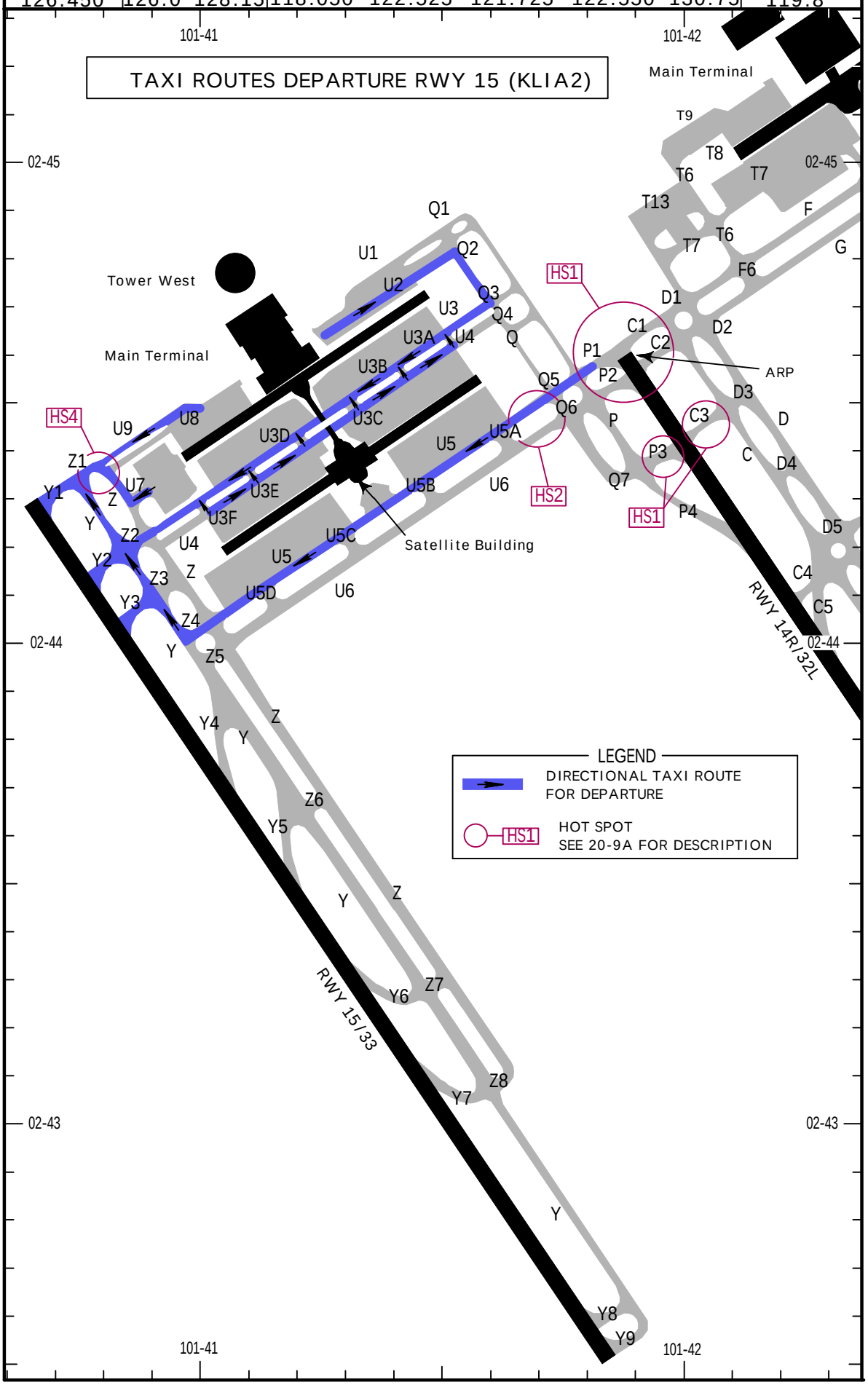
DEPARTURES RUNWAY 14R FROM KLIA2
If RWY 14R in use for arrival, standard taxi route ends at Q6.
Pilots will be directed by ATC to hold at Q6 when protection of GP signal RWY 14R is required for an arriving aircraft or for traffic management.

APRON	GATES	TAXI ROUTE DETAIL
WEST TERMINAL SOUTH (WTS) 122.550	K2 - K18 (EVEN No.)	Gate K2 - U3D; Gate K4, K6, K8 and K10 - U3, U3E; Gate K12, U3E; Gate K14, K16 and K18 - U3, U3F; the continue via U4, Q, Q6, P2
WEST TERMINAL WEST (WTW) 121.725	K1 - K13 (ODD No.) & K20 - K24 (EVEN No.)	U8, Z, U4, Q, Q6, P2 For gates K20, K22 & K24 via Z, U6, Q, Q6, P2
WEST TERMINAL NORTH (WTN) 121.725	J1 - J17 (ODD No.)	U2, Q, Q6, P2
WEST TERMINAL EAST (WTE) 122.550	J2 - J22 (EVEN No.)	Gate J2 - U3C; Gate J4, J6, J8 and J10 - U3, U3C; Gate J12 - U3B; Gate J14, J16, J18 and J20 - U3, U3B; Gate J22 - U3A; the continue via U4, Q, Q6, P2
WEST SATELLITE SOUTH (WSS) 130.75	Q2 - Q18 (EVEN No.)	Gate Q2 - U5, U5C; Gate Q4 - U5C; Gate Q6, Q8, Q10 and Q12 - U5, U5D; Gate Q14 - U5D; Gate Q16 and Q18 - U5, Z the continue via U6, Q6, P2
WEST SATELLITE WEST (WSW) 122.550	Q1 - Q21 (ODD No.)	U4, Q, Q6, P2
WEST SATELLITE NORTH (WSN) 122.550	P1 - P21 (ODD No.)	U4, Q, Q6, P2
WEST SATELLITE EAST (WSE) 130.75	P2 - P12 (EVEN No.)	Gate P2 - U5, U5C; Gate P4 - U5B; Gate P6, P8 and P10 - U5, U5B; Gate P12 - U5A; the continue via U6, Q6, P2

KUALA LUMPUR, MALAYSIA

KUALA LUMPUR INTL-SEPANG

ATIS Departure	LUMPUR Delivery	LUMPUR Ground	LUMPUR Tower Rwy 15/33
126.450	126.0 128.15	118.050 122.525 121.725 122.550 130.75	119.8



CHANGES: Delivery freq added.

TAXI ROUTES FOR DEPARTURES RWY 15 (KLIA2) (CONTD)

DEPARTURES RUNWAY 15 FROM KLIA2

Intersection Y2 and Y3 maybe available on request.

APRON	GATES	TAXI ROUTE DETAIL
WEST TERMINAL SOUTH (WTS) 122.550	K2 - K18 (EVEN No.)	U3, Z2, Y, Y1
WEST TERMINAL WEST (WTW) 121.725	K1 - K13 (ODD No.) & K20 - K24 (EVEN No.)	U9, Z1, Y1 For gates K20, K22 & K24 via U7, Z, Z1, Y1
WEST TERMINAL NORTH (WTN) 121.725	J1 - J17 (ODD No.)	U2, Q, U3, Z2, Y, Y1
WEST TERMINAL EAST (WTE) 122.550	J2 - J22 (EVEN No.)	U3, Z2, Y, Y1
WEST SATELLITE SOUTH (WSS) 130.75	Q2 - Q18 (EVEN No.)	U5, Z4, Y, Y1
WEST SATELLITE WEST (WSW) 122.550	Q1 - Q21 (ODD No.)	Gate Q1 - U3D Gate Q3, Q5, Q7 and Q9 - U4, U3D Gate Q11 - U3E Gate Q13, Q15, Q17 and Q19 - U4, U3E Gate Q21 - U3F then continue via U3, Z2, Y, Y1
WEST SATELLITE NORTH (WSN) 122.550	P1 - P21 (ODD No.)	Gate P1 - U3C Gate P3, P5, P7 and P9 - U4, U3B Gate P11 - U3B Gate P13, P15, P17 and P19 - U4, U3A Gate P21 - U3A then continue via U3, Z2, Y, Y1
WEST SATELLITE EAST (WSE) 130.75	P2 - P12 (EVEN No.)	U5, Z4, Y, Y1

WMKK/KUL KUALA LUMPUR, MALAYSIA

JEPPESEN

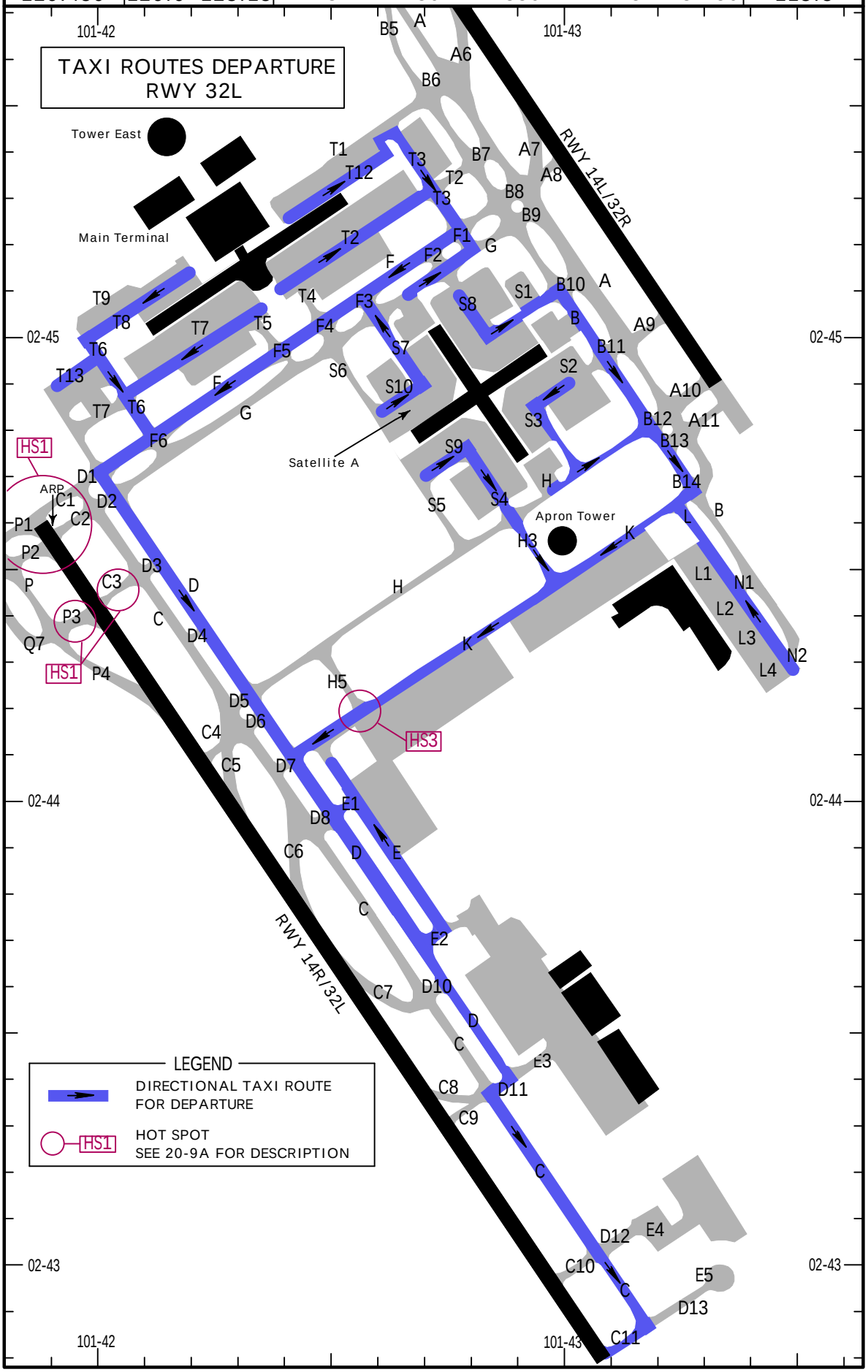
11 JUN 21
.Eff.17.Jun.

20-6M

KUALA LUMPUR INTL - SEPANG

ATIS Departure	LUMPUR Delivery	LUMPUR Ground					LUMPUR Tower Rwy 14R/32L
126.450	126.0	128.15	121.8	122.150	122.850	122.275	123.250	118.5

TAXI ROUTES DEPARTURE RWY 32L



CHANGES: Delivery freq added.

TAXI ROUTES DEPARTURE RWY 32L (CONTD)

DEPARTURES RUNWAY 32L
Intersections C7, C9 and C10 may be available on request.

APRON	GATES	TAXI ROUTE DETAIL
EAST TERMINAL SOUTH (ETS) 122.150	A2 - A14 (EVEN No.) & A51, A52, A53, A54	T7, T6, F, D, D11, C, C11
EAST TERMINAL WEST (ETW) 122.150	A3 - A13 (ODD No.)	T8, T6, F, D, D11, C, C11
EAST TERMINAL NORTH (ETN) 122.150	B3 - B23 (ODD No.) includes stands B61, B62 & B63	T12, T3, F, D, D11, C, C11
EAST TERMINAL EAST (ETE) 122.150	B2 - B16 (EVEN No.) & B51, B52, B53, B54	T2, T3, F, D, D11, C, C11
VIP 122.150	A61, A62 & A63	T13, T6, F, D, D11, C, C11
EAST SATELLITE SOUTH (ESS) 122.275	C1, C3, C7, C32, C34, C36, C38, C51, C52, C53	S4, H3, K, D, D11, C, C11
EAST SATELLITE WEST (ESW) 122.850	C2, C4, C6, C11, C13, C15, C61, C62	S7, F3, F, D, D11, C, C11
EAST SATELLITE NORTH (ESN) 122.850	C12, C12R, C14, C16, C16R, C18, C21, C23, C25, C72, C73, C74	S1, B, K, D, D11, C, C11
EAST SATELLITE EAST (ESE) 122.275	C22, C24, C26, C28, C31, C33, C35, C81, C82, C83	S3, H, B, K, D, D11, C, C11
SATELLITE (C17) 122.850	C17	G, F1, F, D, D11, C, C11
SATELLITE (C27) 121.650	C27	B, K, D, D11, C, C11
SATELLITE (C37) 122.275	C37	H, B, K, D, D11, C, C11
EAST CARGO SOUTH (ECS) 121.8	F8, F9, F10, F11	E, E1, D, D11, C, C11
EAST CARGO WEST (ECW) 123.250	F1 - F7	K, D, D11, C, C11
EAST CARGO NORTH (ECN) 123.250	F21 - F27	K, D, D11, C, C11
EAST CARGO EAST (ECE) 123.250	F28 - F34	L, K, D, D11, C, C11

CHANGES: None.

WMKK/KUL KUALA LUMPUR, MALAYSIA

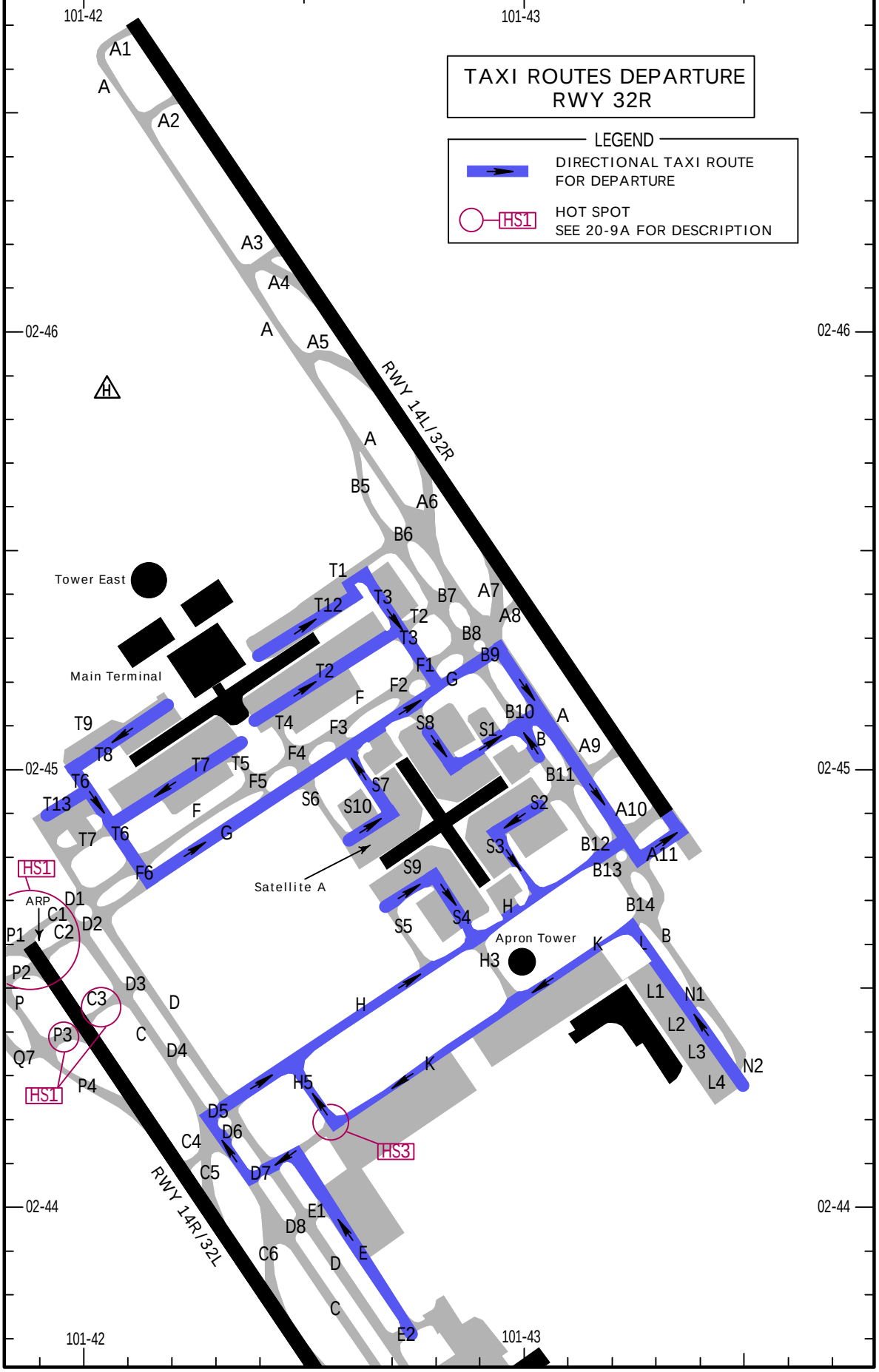
JEPPESEN

11 JUN 21
.Eff.17.Jun.

20-6N

KUALA LUMPUR INTL - SEPANG

ATIS Departure	LUMPUR Delivery	LUMPUR Ground	LUMPUR Tower Rwy 14L/32R
126.450	126.0 128.15	122.150 122.850 121.650 121.8 123.250	118.8



CHANGES: Delivery freq added.

TAXI ROUTES DEPARTURE RWY 32R (CONTD)

DEPARTURES RUNWAY 32R
Intersections A9 and A10 may be available on request.

APRON	GATES	TAXI ROUTE DETAIL
EAST TERMINAL SOUTH (ETS) 122.150	A2 - A14 (EVEN No.) & A51, A52, A53, A54	T7, T6, F6, G, B9, A, A11
EAST TERMINAL WEST (ETW) 122.150	A3 - A13 (ODD No.)	T8, T6, F6, G, B9, A, A11
EAST TERMINAL NORTH (ETN) 122.150	B3 - B23 (ODD No.) includes stands B61, B62 & B63	T12, T3, F1, G, B9, A, A11
EAST TERMINAL EAST (ETE) 122.150	B2 - B16 (EVEN No.) & B51, B52, B53, B54	T2, T3, F1, G, B9, A, A11
VIP 122.150	A61, A62 & A63	T13, T6, F6, G, B9, A, A11
EAST SATELLITE SOUTH (ESS) 122.275	C1, C3, C7, C32, C34, C36, C38, C51, C52, C53	S4, H, B12, A, A11
EAST SATELLITE WEST (ESW) 122.850	C2, C4, C6, C11, C13, C15, C61, C62	S7, G, B9, A, A11
EAST SATELLITE NORTH (ESN) 122.850	C12, C12R, C14, C16, C16R, C18, C21, C23, C25, C72, C73, C74	S1, B10, A, A11
EAST SATELLITE EAST (ESE) 122.275	C22, C24, C26, C28, C31, C33, C35, C81, C82, C83	S3, H, B12, A, A11
SATELLITE (C17) 122.850	C17	G, B9, A, A11
SATELLITE (C27) 121.650	C27	B, B12, A, A11
SATELLITE (C37) 122.275	C37	H, B12, A, A11
EAST CARGO SOUTH (ECS) 121.8	F8, F9, F10, F11	E, K, D7, C, D5, H, B12, A, A11
EAST CARGO WEST (ECW) 123.250	F1 - F7	K, H5, H, B12, A, A11
EAST CARGO NORTH (ECN) 123.250	F21 - F27	K, H5, H, B12, A, A11
EAST CARGO EAST (ECE) 123.250	F28 - F34	L, K, H5, H, B12, A, A11

CHANGES: None.

WMKK/KUL KUALA LUMPUR, MALAYSIA

JEPPESEN

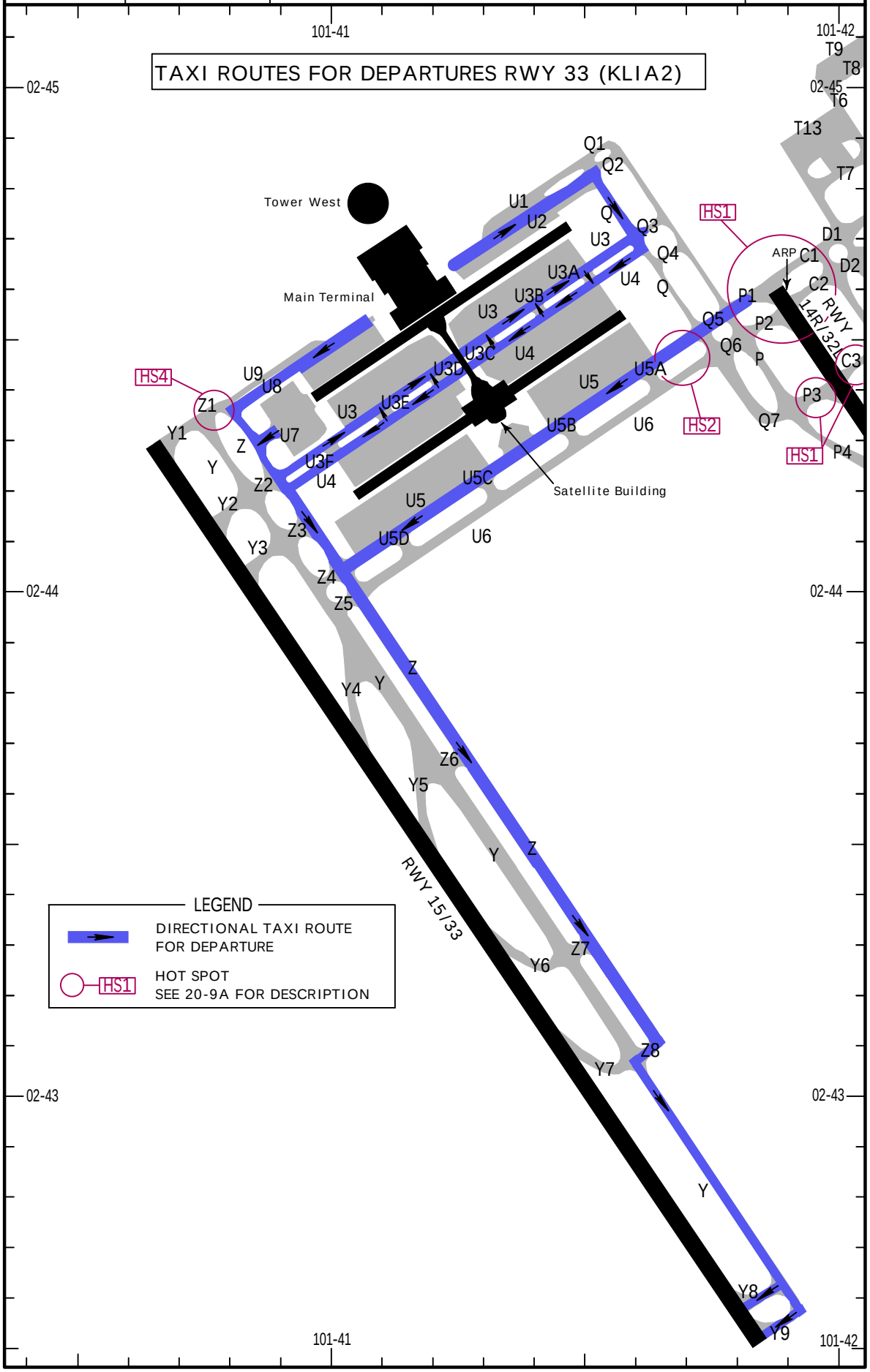
11 JUN 21
.Eff.17.Jun.

20-6P

KUALA LUMPUR INTL - SEPANG

ATIS Departure	LUMPUR Delivery	LUMPUR Ground	LUMPUR Tower Rwy 15/33
126.450	126.0 128.15	118.050 122.525 121.725 122.550 130.75	119.8

TAXI ROUTES FOR DEPARTURES RWY 33 (KLIA2)



CHANGES: Delivery freq added.

TAXI ROUTES FOR DEPARTURES RWY 33 (KLIA2) (CONTD)

DEPARTURES RUNWAY 33 FROM KLIA2

Intersection Y8 and Y7 maybe available na request.

APRON	GATES	TAXI ROUTE DETAIL
WEST TERMINAL SOUTH (WTS) 122.550	K2 - K18 (EVEN No.)	Gate K2 - U3D; Gate K4, K6, K8 and K10 - U3, U3D; Gate K12 - U3E; Gate K14, K16 and K18 - U3, U3E; then continue via U4, Z, Z8, Y, Y9
WEST TERMINAL WEST (WTW) 121.725	K1 - K13 (ODD No.) & K20 - K24 (EVEN No.)	U8, Z, Z8, Y, Y9 For gates K20, K22 & K24 via U7, Z, Z8, Y, Y9
WEST TERMINAL NORTH (WTN) 121.725	J1 - J17 (ODD No.)	U2, Q, U4, Z, Z8, Y, Y9
WEST TERMINAL EAST (WTE) 122.550	J2 - J22 (EVEN No.)	Gate J2 - U3C; Gate J4, J6, J8 and J10 - U3, U3B; Gate J12 - U3B; Gate J14, J16, J18 and J20 - U3, U3A; Gate J22 - U3A; then continue via U4, Z, Z8, Y, Y9
WEST SATELLITE SOUTH (WSS) 130.75	Q2 - Q18 (EVEN No.)	U5, Z, Z8, Y, Y9
WEST SATELLITE WEST (WSW) 122.550	Q1 - Q21 (ODD No.)	U4, Z, Z8, Y, Y9
WEST SATELLITE NORTH (WSN) 122.550	P1 - P21 (ODD No.)	U4, Z, Z8, Y, Y9
WEST SATELLITE EAST (WSE) 130.75	P2 - P12 (EVEN No.)	U5, Z, Z8, Y, Y9

WMKK/KUL

Apt Elev 69'
N02 44.6 E101 41.9

JEPPESEN
20-9

KUALA LUMPUR, MALAYSIA

KUALA LUMPUR INTL - SEPANG

24 DEC 21

CHANGES: None.

Pilots are advised of heavy vehicle crossing on Twy U5 and U6.

RUNWAY INCURSION HOT SPOTS
HS1
See 20-9A for description of Hot Spots

VAR 0^

ATIS Departure	LUMPUR Delivery	LUMPUR Ground	LUMPUR Tower
126.45	126.0	121.725	119.8
	128.15	122.15	118.5
	Rwy 15/33	118.05	Rwy 15/33
	Rwy 14R/32L	121.8	Rwy 14R/32L
	Rwy 14L/32R	122.525	Rwy 14L/32R
		122.275	121.65
		122.55	130.75
		122.85	
		123.25	

Elev 54'
Elev 69'
Elev 27'
Elev 47'
Tower East
Main Terminal
Tower West
Main Terminal
Satellite A
Satellite Building
Apron Tower
ARP
13,186' 4019m
12,992' 3960m
13,123' 4000m
HS1
HS2
HS3
HS4

Feet 0 1000 2000 3000 4000 5000
Meters 0 500 1000 1500

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
14L 1 32R	HIRL (60m) CL (15m) ALSF-II TDZ PAPI (angle 3.0^) RVR		12,200' 3719m		197' 60m
			12,126' 3696m		
1 grooved					
14R 2	HIRL (60m) CL (15m) ALSF-II TDZ PAPI-L (angle 3.0^) RVR		12,152' 3704m		197' 60m
32L	HIRL (60m) CL (15m) ALSF-II TDZ PAPI (angle 3.0^) RVR		12,135' 3699m		
2 grooved					
15	HIRL (60m) CL (15m) HIALS PAPI-R (angle 3.0^) RVR		12,005' 3659m		197' 60m
33	HIRL (60m) CL (15m) HIALS PAPI-L (angle 3.0^) RVR		12,009' 3660m		

INTERSECTION TAKE-OFF POSITIONS & DISTANCES

RUNWAY	FROM TAXIWAY	RUNWAY REMAINING	RUNWAY	FROM TAXIWAY	RUNWAY REMAINING
14L	TWY A2	11,824'(3604m)	32L	TWY C7	6717' (2048m)
	TWY A3	9289' (2832m)		TWY C8	8202' (2500m)
	TWY A4	8266' (2520m)		TWY C9	9223' (2812m)
	TWY A5	6790' (2070m)		TWY C10	11,759'(3585m)
14R	TWY C2	12,749'(3887m)	32R	TWY A6	6773' (2065m)
	TWY C3	11,696'(3566m)		TWY A7	8443' (2574m)
	TWY C4	9250' (2820m)		TWY A8	9469' (2887m)
	TWY C5	8223' (2507m)		TWY A9	11,920'(3634m)
	TWY C6	6724' (2050m)		TWY A10	12,969'(3954m)
	TWY P2	12,595'(3839m)	33	TWY Y6	7159' (2182m)
	TWY P3	11,545'(3519m)		TWY Y7	8635' (2632m)
	TWY P4	9941' (3030m)		TWY Y8	12,556'(3827m)
15	TWY Y2	11,499'(3505m)			
	TWY Y3	11,155'(3400m)			
	TWY Y4	8627' (2630m)			
	TWY Y5	7152' (2180m)			

RUNWAY INCURSION HOT SPOTS

For information only, not to be construed as ATC instuctions.

HS1 Pilots to exercise caution when crossing Runway 14R via taxiway C1 to P1, C2 to P2 & C3 to P3 vice versa.

HS2 Pilots to exercise caution of vehicle crossing taxiway U5 & U6.

HS3 Pilots to exercise caution of vehicle crossing taxiway K.

HS4 Aircraft exiting taxiway Z must not enter taxiway U9 and vice versa.

.State.

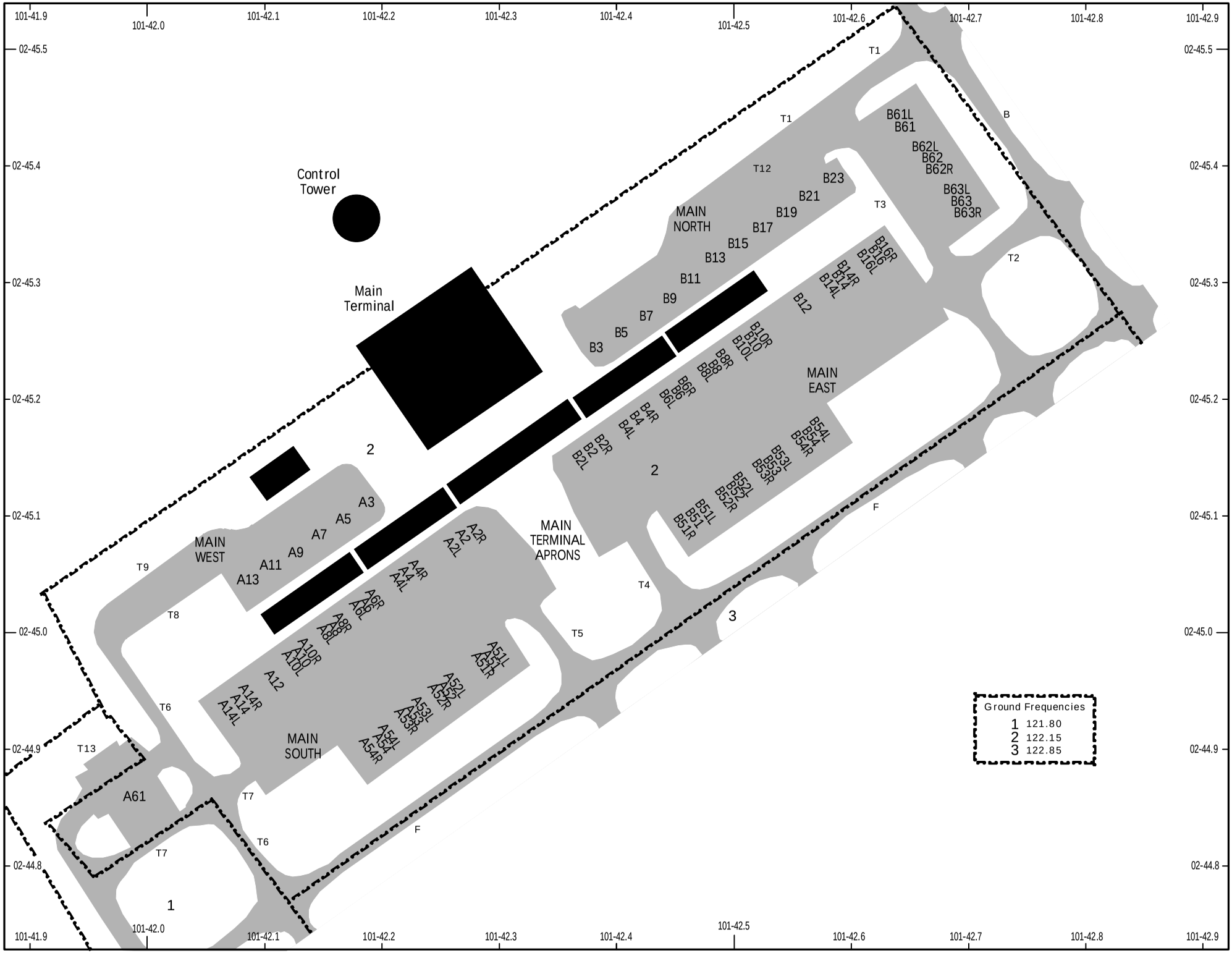
TAKE-OFF

R550m V800m

CHANGES: Runway remaining distance for Rwy 14L, Twy A2.

KUALA LUMPUR, MALAYSIA

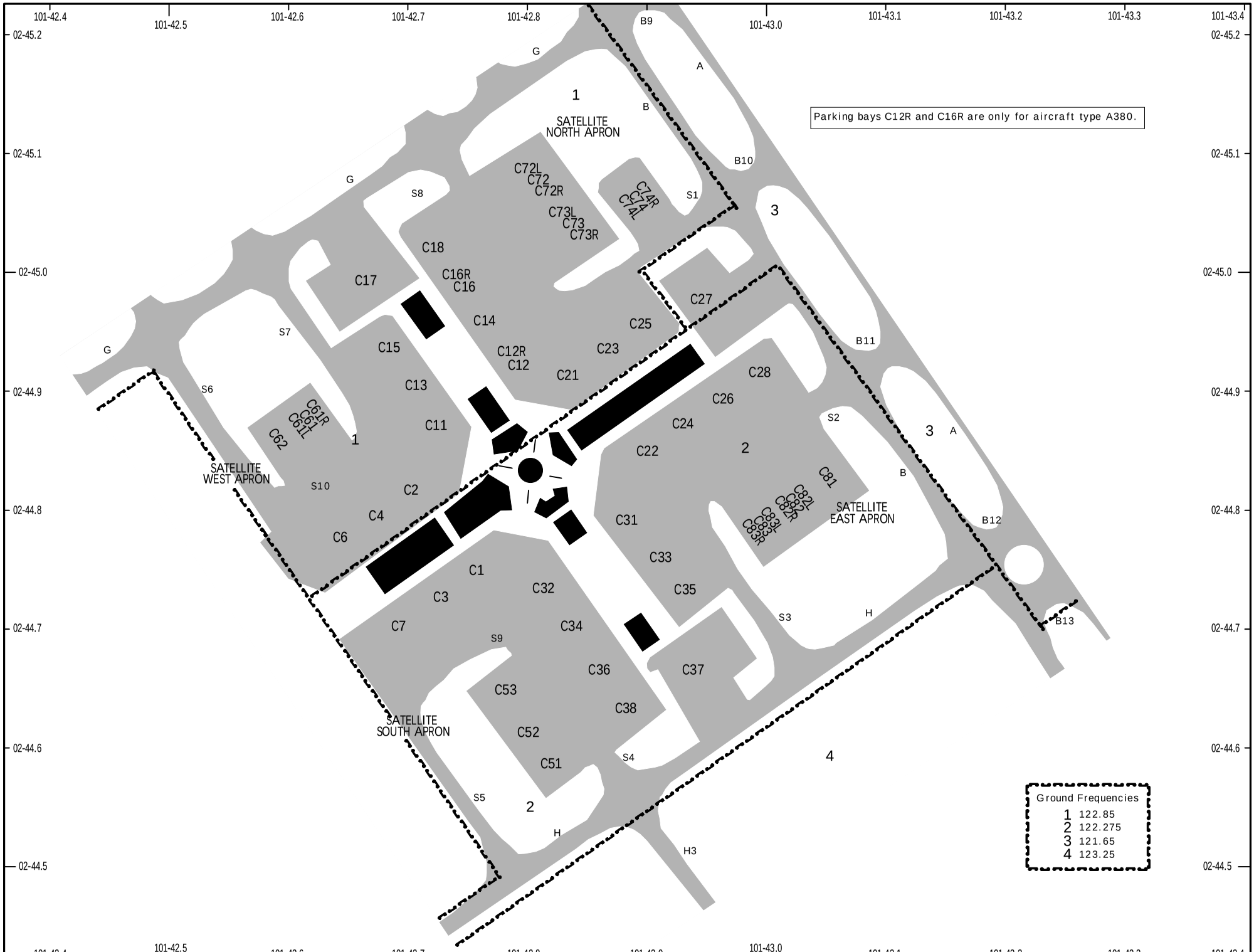
KUALA LUMPUR INTL - SEPANG



CHANGES: Stand A4 added.

KUALA LUMPUR, MALAYSIA

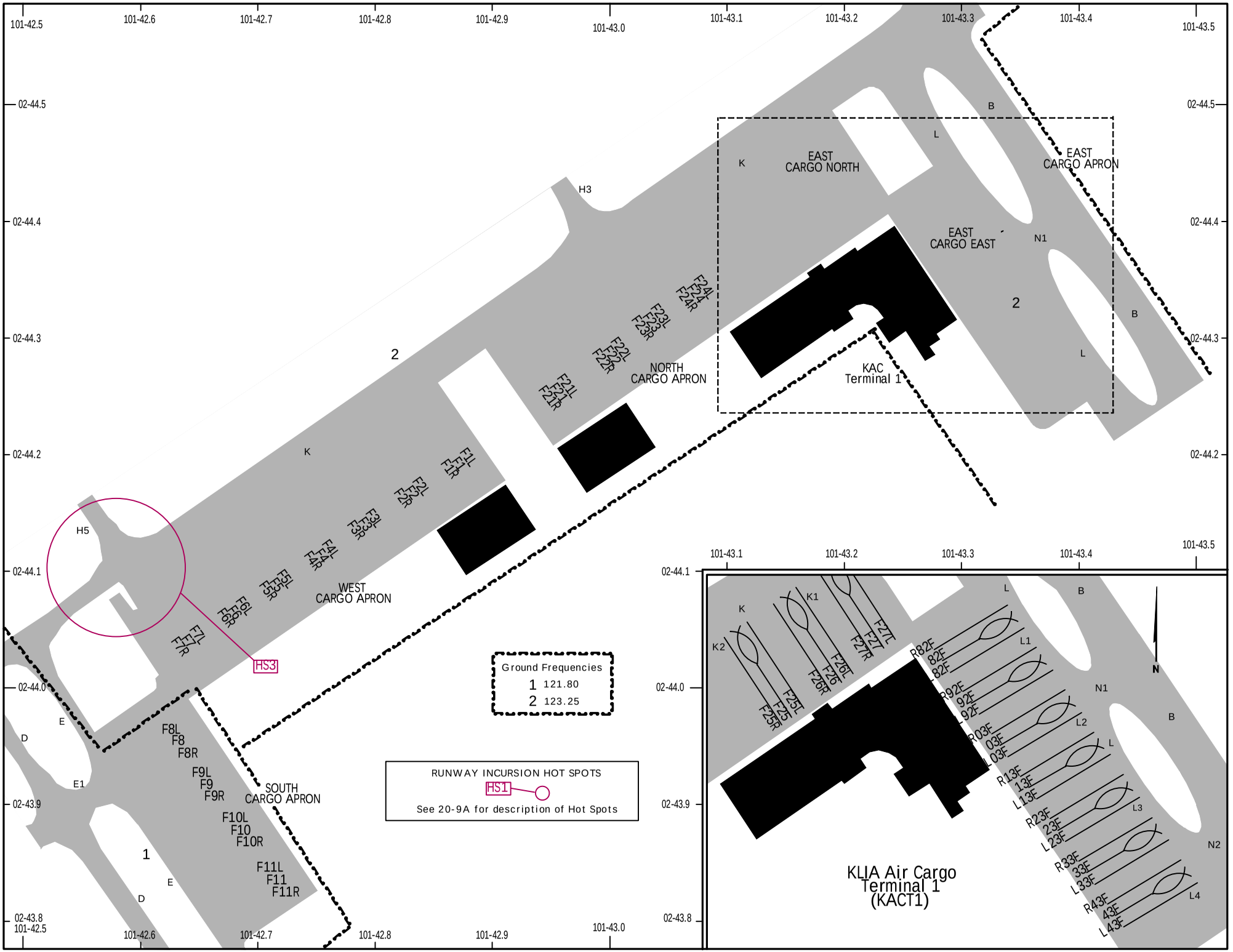
KUALA LUMPUR INTL - SEPANG



CHANGES: None.

KUALA LUMPUR, MALAYSIA

KUALA LUMPUR INTL - SEPANG



CHANGES: None.

PARKING STAND COORDINATES

STAND/BAY NO.	COORDINATES
MAIN SOUTH	
A2, A2L, A2R	N02 45.1, E101 42.3
A4, A4L, A4R	N02 45.1, E101 42.3
A6, A6R	N02 45.1, E101 42.2
A6L, A8, A8L, A8R	N02 45.0, E101 42.2
A10, A10L	N02 45.0, E101 42.1
A10R	N02 45.0, E101 42.2
A12	N02 45.0, E101 42.1
A14, A14R	N02 45.0, E101 42.1
A14L	N02 44.9, E101 42.1
A51, A51L, A51R	N02 45.0, E101 42.3
A52, A52L, A52R	N02 45.0, E101 42.3
A53, A53L	N02 44.9, E101 42.3
A53R	N02 44.9, E101 42.2
A54, A54L, A54R	N02 44.9, E101 42.2
A61	N02 44.9, E101 42.1
MAIN WEST	
A3, A5, A7	N02 45.1, E101 42.2
A9, A11	N02 45.1, E101 42.1
A13	N02 45.0, E101 42.1
MAIN NORTH	
B3,B5	N02 45.3, E101 42.4
B7, B9, B11	N02 45.3, E101 42.5
B13, B15	N02 45.3, E101 42.5
B17	N02 45.3, E101 42.6
B19, B21, B23	N02 45.4, E101 42.6
B61, B61L	N02 45.5, E101 42.7
B62, B62L, B62R	N02 45.4, E101 42.7
B63, B63L, B63R	N02 45.4, E101 42.7
MAIN EAST	
B2, B2L, B2R	N02 45.2, E101 42.4
B4, B4L, B4R	N02 45.2, E101 42.4
B6, B6L	N02 45.2, E101 42.5
B6R, B8, B8L	N02 45.2, E101 42.5
B8R, B10	N02 45.3, E101 42.5
B10L, B10R	N02 45.3, E101 42.5
B12	N02 45.3, E101 42.6
B14, B14L, B14R	N02 45.3, E101 42.6
B16, B16L	N02 45.3, E101 42.6
B16R	N02 45.4, E101 42.6
B51, B51L, B51R	N02 45.1, E101 42.5
B52, B52L, B52R	N02 45.1, E101 42.5
B53	N02 45.1, E101 42.6
B53L	N02 45.2, E101 42.6
B53R	N02 45.1, E101 42.5
B54, B54L, B54R	N02 45.2, E101 42.6

STAND/BAY NO.	COORDINATES
SATELLITE SOUTH	
C1	N02 44.8, E101 42.8
C3, C7	N02 44.8, E101 42.7
C7L	N02 44.7, E101 42.7
C7R	N02 44.8, E101 42.7
C32	N02 44.8, E101 42.8
C34	N02 44.8, E101 42.9
C36	N02 44.7, E101 42.9
C38	N02 44.7, E101 42.9
C51, C52, C52L	N02 44.6, E101 42.8
C52R	N02 44.7, E101 42.8
C53, C53L, C53R	N02 44.7, E101 42.8
SATELLITE WEST	
C2	N02 44.9, E101 42.7
C4	N02 44.8, E101 42.7
C6	N02 44.8, E101 42.8
C11	N02 44.9, E101 42.7
C13, C15	N02 45.0, E101 42.7
C17	N02 45.0, E101 42.7
C61, C61L, C61R	N02 44.9, E101 42.6
C62	N02 44.9, E101 42.6
SATELLITE NORTH	
C12, C12R	N02 45.0, E101 42.8
C14	N02 45.0, E101 42.8
C16, C16R	N02 45.0, E101 42.7
C18	N02 45.1, E101 42.7
C21, C23, C25	N02 45.0, E101 42.9
C27	N02 45.0, E101 43.0
C72	N02 45.1, E101 42.8
C72L, C72R	N02 45.1, E101 42.8
C73	N02 45.1, E101 42.9
C73L, C73R	N02 45.1, E101 42.9
C74	N02 45.1, E101 42.9
C74L, C74R	N02 45.1, E101 42.9
SATELLITE EAST	
C22	N02 44.9, E101 42.9
C24	N02 44.9, E101 42.9
C26, C28	N02 45.0, E101 43.0
C31, C33, C35	N02 44.8, E101 42.9
C37	N02 44.7, E101 42.9
C81	N02 44.9, E101 43.1
C82, C82L, C82R	N02 44.9, E101 43.0
C83, C83L, C83R	N02 44.8, E101 43.0
SOUTH CARGO	
F8, F8L	N02 44.1, E101 42.6
F8R	N02 44.0, E101 42.6
F9, F9L, F9R	N02 44.0, E101 42.6
F10	N02 44.0, E101 42.7
F10L	N02 44.0, E101 42.6

PARKING STAND COORDINATES

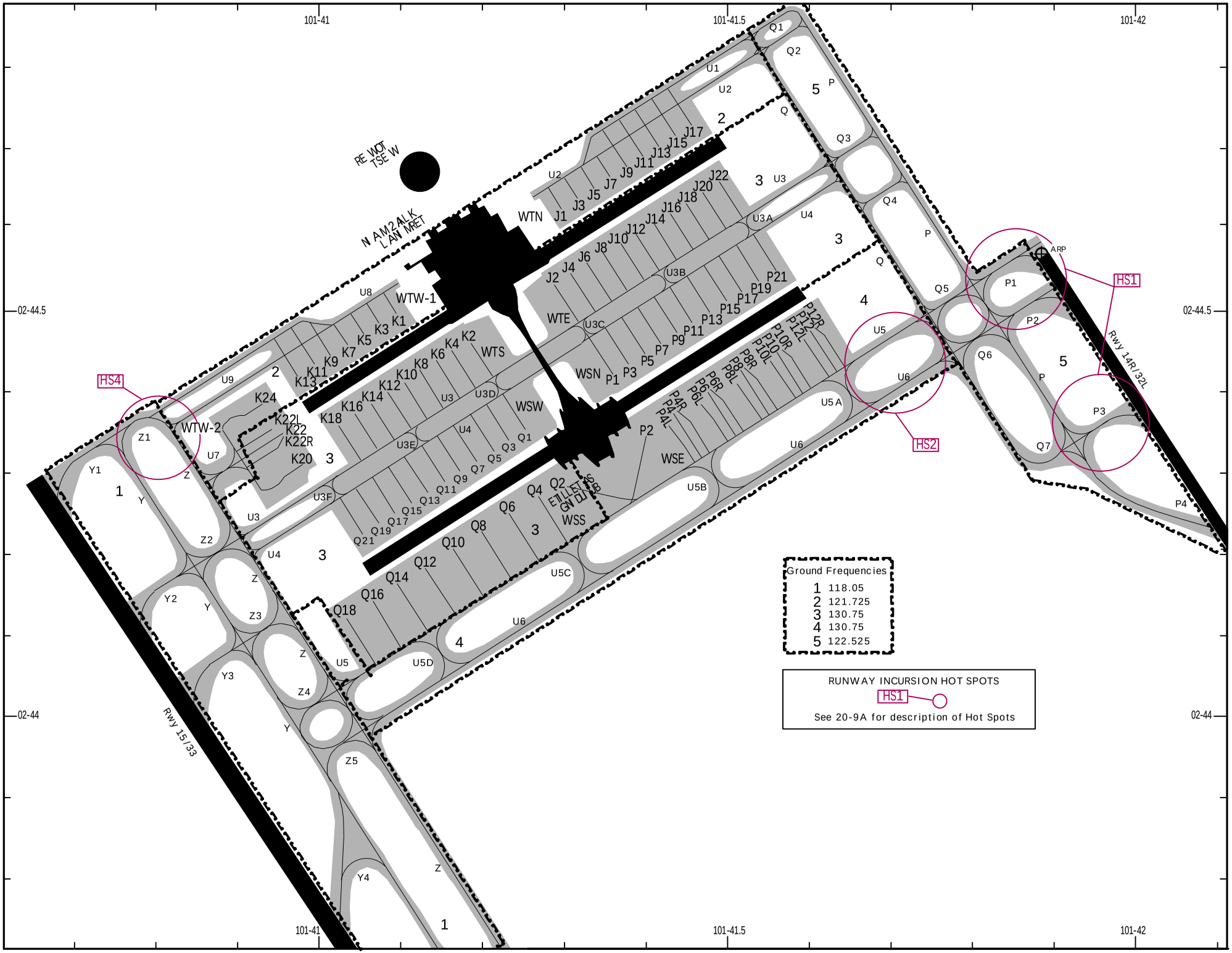
STAND/BAY NO.	COORDINATES
SOUTH CARGO Cont.	
F10R	N02 44.0, E101 42.7
F11, F11L, F11R	N02 43.9, E101 42.7
WEST CARGO	
F1, F1L	N02 44.3, E101 42.9
F1R	N02 44.3, E101 42.8
F2, F2L, F2R	N02 44.3, E101 42.8
F3, F3L, F3R	N02 44.2, E101 42.8
F4, F4L, F4R	N02 44.2, E101 42.7
F5, F5L, F5R	N02 44.2, E101 42.7
F6, F6L	N02 44.2, E101 42.7
F6R	N02 44.2, E101 42.6
F7, F7L, F7R	N02 44.1, E101 42.6
KACT1 EAST CARGO NORTH (ECN)	
F21, F21L	N02 44.4, E101 43.0
F21R	N02 44.4, E101 42.9
F22, F22L, F22R	N02 44.4, E101 43.0
F23, F23L, F23R	N02 44.4, E101 43.0
F24L	N02 44.5, E101 43.0
F24, F24R	N02 44.4, E101 43.0
F25, F25L, F25R	N02 44.5, E101 43.1
F26, F26L, F26R	N02 44.5, E101 43.1
F27, F27L, R27R	N02 44.5, E101 43.2
KACT1 EAST CARGO EAST (ECE)	
F28, F28L, F28R	N02 44.5, E101 43.3
F29, F29L, F29R	N02 44.5, E101 43.3
F30, F30L, F30R	N02 44.4, E101 43.3
F31, F31L, F31R	N02 44.4, E101 43.3
F32, F32L	N02 44.3, E101 43.4
F32R	N02 44.4, E101 43.4
F33, F33L, F33R	N02 44.3, E101 43.4
F34, F34L, F34R	N02 44.3, E101 43.4

STAND/BAY NO.	COORDINATES

CHANGES: Stand A4 added.

KUALA LUMPUR, MALAYSIA

KUALA LUMPUR INTL - SEPANG



CHANGES: Stand K13.

PARKING STAND COORDINATES

STAND/BAY NO.	COORDINATES
MAIN NORTH (WTN)	
J1, J3	N02 44.6, E101 41.3
J5, J7	N02 44.7, E101 41.3
J9, J11, J13	N02 44.7, E101 41.4
J15, J17	N02 44.7, E101 41.4
MAIN EAST (WTE)	
J2, J4, J6	N02 44.6, E101 41.3
J8, J10	N02 44.6, E101 41.3
J12, J14, J16	N02 44.6, E101 41.4
J18, J20	N02 44.7, E101 41.4
J22	N02 44.7, E101 41.5
MAIN WEST (WTW-1)	
K1, K3	N02 44.5, E101 41.1
K5, K7	N02 44.5, E101 41.0
K9, K11, K13	N02 44.4, E101 41.0
K13	N02 44.4, E101 41.0
MAIN SOUTH (WTS)	
K2	N02 44.5, E101 41.2
K4, K6	N02 44.5, E101 41.1
K8, K10, K12	N02 44.4, E101 41.1
K14, K16, K18	N02 44.4, E101 41.0
MAIN WEST (WTW-2)	
K20	N02 44.4, E101 41.0
K22, K22L	N02 44.4, E101 40.9
K22R	N02 44.4, E101 41.0
K24	N02 44.4, E101 40.9
SATELLITE NORTH (WSN)	
P1	N02 44.4, E101 41.3
P3	N02 44.4, E101 41.4
P5, P7, P9, P11	N02 44.5, E101 41.4
P13, P15, P17, P19	N02 44.5, E101 41.5
P21	N02 44.6, E101 41.5
SATELLITE EAST (WSE)	
P2, P4, P4L, P4R	N02 44.4, E101 41.4
P6, P6L, P6R, P8L	N02 44.4, E101 41.5
P8, P8R	N02 44.5, E101 41.5
P10, P10L, P10R	N02 44.5, E101 41.5
P12	N02 44.4, E101 41.6
P12L, P12R	N02 44.5, E101 41.6
SATELLITE WEST (WSW)	
Q1	N02 44.4, E101 41.2
Q3, Q5, Q7, Q9	N02 44.3, E101 41.2
Q11, Q13	N02 44.3, E101 41.1
Q15, Q17	N02 44.3, E101 41.1
Q19, Q21	N02 44.2, E101 41.1

STAND/BAY NO.	COORDINATES
SATELLITE SOUTH (WSS)	
Q2, Q4	N02 44.3, E101 41.3
Q6	N02 44.3, E101 41.2
Q8, Q10	N02 44.2, E101 41.2
Q12, Q14, Q16	N02 44.2, E101 41.1
Q18	N02 44.1, E101 41.0

CHANGES: Stand K13.

VISIBILITY CONDITION

1. General
   1.1 There are 3 visibility conditions under which the airport may be required to operate:
      a.) Visibility Condition 1:
         -Horizontal visibility sufficient for pilot to taxi and to avoid collision with other traffic on the taxiways and at intersections by visual reference, and for personnel of air traffic control units to exercise control over all traffic on the basis of visual surveillance; and
         -The visibility shall not be less than 800m or 550m RVR.
      b.) Visibility Condition 2:
         -Horizontal visibility sufficient for pilot to taxi and to avoid collision with other traffic on the taxiways and at intersections by visual reference, but insufficient for personnel of air traffic control units to exercise control over all traffic on the basis of visual surveillance; and
         -The visibility shall not be less than 400m RVR
      c.) Visibility Condition 3:
         -Horizontal visibility less than 400m RVR.
2. Visibility Condition 2 and 3
   2.1 Regulation of aircraft and vehicles shall be as follows:
      a.) Air traffic control shall be responsible for the regulation of aircraft and vehicles with respect to other aircraft and the provision of essential traffic information on aircraft to pilots-in-command and drivers of vehicles to facilitate separation;
      b.) Pilots-in-command shall be responsible for maintaining separation with other aircraft on the manoeuvring area, other than the runways;
      c.) Drivers of vehicles shall be responsible for separation with aircraft and other vehicles.
   2.2 When low visibility procedures are in operation, air traffic control will:
      a.) Broadcast on the ATIS that low visibility procedures are in operation;
      b.) Direct aircraft to use the full length of the runway or the last holding point available for departure (if full length is not available);
      c.) Provide runway landing intervals of 6NM or more;
      d.) Provide landing clearances no later than 2NM from touchdown;
      e.) Provide pilot-in-command of every departing and landing aircraft with the current RVR reading for the relevant runway.
   2.3 When low visibility procedures are in operation pilots-in-command shall:
      a.) Ensure that after landing, the aircraft clears the LSA as soon as possible and report runway vacated;
      b.) Be aware that any emergency conditions (brake fire etc.) may not be visible to the control tower or AFRS.
      c.) Adjust aircraft taxiing speeds to ensure that they are able to comply with ATC instruction.
   2.4 Air traffic control will separate aircraft using the following methods:
      a.) 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 able to follow, or pass behind, the conflicting aircraft;
      b.) If the pilot-in-command is not able to see the conflicting aircraft, clearance to proceed will be withheld until the preceding aircraft has reported passing the next taxiway intersection;
      c.) If visual contact is lost, pilots-in-command shall inform air traffic control immediately and he shall be instructed to hold position. Further clearance to proceed will be withheld until the preceding aircraft has reported passing the next taxiway intersection.

LOCAL TRAFFIC REGULATIONS

1. Aircraft Start Up and/or Push Back

1.1 The pilot-in-command of a departing aircraft shall contact LUMPUR DELIVERY for ATC clearance 5 minutes before engine start.

1.2 In order to reduce congestion at the holding points during peak hours, a procedure to regulate departures will be enforced. Departing aircraft may expect delay at start-up. Aircraft with ATC time restrictions will be afforded priority for start and push back.

1.3 All aircraft shall obtain approval from Air Traffic Control for engine start and/or push back.

1.4 Aircraft push back shall be onto a push back line (where present) or a taxilane. During aircraft push back, it shall be the responsibility of the pilot-in-command and aircraft marshaller to ensure that the area behind the aircraft is clear of vehicles and other objects.

1.5 In conducting a push back, the pilot-in-command shall ensure that the maneuver will align the aircraft with the directional flow of the published taxi route to the assigned runway unless instructed otherwise by Air Traffic Control.

1.6 When ATC intends to issue an alternative taxi route, the push back approval will specify a direction or an apron exit taxiway. The pilot-in-command shall ensure that the direction of push back enables the aircraft to taxi via the specified apron exit taxiway later.

1.7 During engine start, it shall be the responsibility of the pilot-in-command and aircraft marshaller to ensure that the aircraft is at the correct position for engine start and the area of the blast zone is clear during engine start.

1.8 It is prudent practice for aircraft to be pushed back from the parking stand before engine start. However, if required due to technical reasons, an engine start may be approved by Air Traffic Control whilst aircraft is at the parking stand. Such engine start shall not be above idle power. The pilot-in-command and aircraft marshaller are responsible for any damage(s) caused by the effects of the engine blast.

1.9 Power back at KL International Airport is not permitted.

1.10 Pilots are to switch on their aircraft transponder after a push back approval has been obtained from ATC. Pilots shall ensure that their aircraft transponder is operating (set XPNDR or the equivalent according to specific installation, AUTO if available, not OFF or SDBY) and the assigned Mode A code selected.

1.11 If no transponder code is provided, the aircraft shall use the non-discrete code 1000.

2. Taxiing Routes - Departure and Arrival

2.1 Arriving and departing aircraft shall follow the published (standard) taxi routes described in the aerodrome ground movement charts as applicable, unless directed otherwise by ATC. The issuance by ATC of a taxi route to an aircraft does not relieve the pilot-in-command of the responsibility to maintain separation with other aircraft on the movement area or to comply with ATC directions intended to regulate aircraft on the maneuvering area.

2.2 For each aircraft apron, access and exit taxiways are defined and shown in the 20-6 series charts. In conducting engine start and push back, pilots-in-command should be aware that they will be required to proceed by an exit or access taxiway in accordance with the published taxi routes or as specified by ATC.

2.3 Taxiing clearance limits may be applied.

3. Intersection Departures

3.1 Departing aircraft will normally be directed by ATC to use the full length of the runway for take-off. Pilots-in-command may request an intersection departure or ATC may propose an intersection departure to a pilot-in-command to resolve a particular runway or maneuvering area conflict. The final decision whether to make an intersection departure rests with the pilot-in-command.

LOCAL TRAFFIC REGULATIONS (CONTD)

4. Departure Regulation

4.1 In order to reduce congestion at the holding points during peak hours, a procedure to regulate departures will be enforced. Departing aircraft may expect delays at start-up. Aircraft with ATC time restrictions will be afforded priority for start.

4.2 The order in which aircraft are given take-off clearances will be determined on the basis of normal traffic priorities, the application of wake turbulence standard, separation standards and departure slot allocations and management. The order of departure may not be the order in which aircraft arrive at the departure queue.

5. MULTILATERATION SURVEILLANCE SYSTEM (MSS)

5.1 MULTILATERATION GROUND SYSTEMS WORKING PRINCIPLE

5.1.1 The ground systems consist of a number of Receiver units, Receiver/Transmitter units, a Reference Transponder (all non-rotating sensors) and a Central Processing Station. KLIA will have 53 remote sensors. The multilateration system uses multiple receivers to capture the transmissions from transponders. Then, by comparing the time difference, the system calculates the position. For the aircraft, the system will get the identity by selectively interrogating the transponder to receive the assigned Mode A code or the Aircraft Identification (The ICAO call sign used in flight shall be inserted in the FMS or Transponder Control Panel). The system will get the identity of vehicles by the unique Mode S address transmitted by the transponder. The system normally uses three or more receivers to calculate the position of an aircraft or transponder equipped vehicle.

5.2 FLIGHT CREW REQUIREMENTS

5.2.1 Pre-Push back/taxi

5.2.1.1 The pilot will be requested to enter a Mode A at start up (assigned Mode A code). This code will be either a discrete code or the non-discrete code 1000. Whenever the aircraft is capable of reporting Aircraft Identification, the identification of the aircraft should also be entered through the FMS or the Transponder Control Panel. Flight crew must use the 3-letter ICAO designator of the operator followed by the flight identification number (e.g. MAS123, AXM4567, MXD890, etc.) The ATC system will make the correlation with the flight plan (FPL) either from the discrete code or, when the non-discrete code 1000 is entered, or from the Aircraft Identification entered through the FMS or the Transponder Control Panel.
Pilots should ensure that the transponder is operating (set XPNDR or the equivalent according to specific installation, AUTO if available, not OFF or STDBY) and the assigned Mode A code selected from the request for push back or taxi, whichever is earlier.

5.2.2 After landing

5.2.2.1 Pilots should ensure that the transponder is operating (set XPNDR or the equivalent according to specific installation, AUTO if available, not OFF or STDBY) after landing continuously until the aircraft is fully parked on stand.

6. Crossing an unserviceable Stop Bar

6.1 Where a stop bar becomes unserviceable, and it is not possible to re-route an aircraft holding at the associated RHP, ATC will take one of the following actions:

a) Issue an instruction to the pilot to cross the lit stop bar. "Stop bar unserviceable, cross red stop bar, line up runway (designator)", or
b) Use a Follow-me Vehicle to guide the aircraft through the lit stop bar.

7. Aircraft Stand Allocation

7.1 Flight Operations Management (FOM), Malaysia Airports Sepang Sdn. Bhd. will allocate aircraft stands for all flights.

LOCAL TRAFFIC REGULATIONS (CONTD)

8. Helicopter Operations

8.1 All helicopter operations shall land at, and take off from the helipad.

8.2 All helicopter operations, inbound or outbound, of KLIA shall routes via the KLIA HELICOPTER ACCESS ROUTES as below:

a) Mantin (N02 49.5 E101 53.4) - 1000' - Track 250^/070^ -
- Salak (N02 46.4 E101 44.7) - KLIA

b) Semenyih (N02 57.0 E101 50.6) - 1000' - Track 210^/030^ -
- Salak (N02 46.4 E101 44.7) - KLIA

Hours of operation: HJ

Note:

1. These access routes are restricted to helicopter traffic having landing rights at KLIA.
2. Clearance limit inbound: Salak.

8.3 Pilots-in-command of helicopters wishing to depart from KL International Airport shall call the Lumpur Tower (118.8 MHz) for ATC clearance prior to commencing any taxiing movement. Clearance for take-off will be provided by Aerodrome Control. The take-off clearance may be accompanied by an initial tracking clearance to resolve airport traffic conflicts.

8.4 Pilots-in-command of arriving helicopters will be issued with tracking instruction to avoid aerodrome traffic conflicts and a clearance to the helipad.

8.5 After landing at the helipad, the pilot-in-command will be issued with a parking position within the vicinity of the helipad. The pilot-in-command shall taxi the aircraft to the parking position. Parking on the marked helipad landing area is not permitted.

9. Procedures for Towing of Aircraft

9.1 The pilot-in-command or Tow Master shall contact Lumpur Ground on the appropriate VHF frequency prior start-up or prior towing.

9.2 Due to Towers line of sight problem, the pilot-in-command or Tow Master shall be responsible for the separation with their aircraft and the other obstruction while taxiing or being towed. ATC will assign a discrete transponder code in order to give pilot/towing master as far as possible, information about other traffic.

9.3 Towing aircraft shall be escorted by follow-me vehicle when transponder and two way radio communication is unavailable.

LOCAL TRAFFIC REGULATIONS (CONTD)

10. Jet Blast Procedures

10.1 Jet Blast Procedures for KL International Airport are as follows:

Aircraft Stand	Standard Pushback Procedures	Non Standard Pushback Procedures
A3 and A5 B3 and B5	Aircraft to be pushed back and towed forward to breakaway point 328 ft (100m) from the blast fence before taxiing out. Engine start at the bay is prohibited. Engine start is only permitted at breakway point.	
A2, A2L,A2R, A4L and A4R	Aircraft to be pushed back and towed forward to breakaway point abeam aircraft stand A6 before taxiing out.	
B2, B2L, B2R, B4, B4L and B4R	Aircraft to be pushed back and towed forward to breakaway point abeam aircraft stand B6 before taxiing out.	
C2, C4, C6, C13 and C15	Wide body aircraft at aircraft stand C6 to be pushed back and towed forward to breakaway point abeam aircraft stand C4 before taxiing out. Wide body aircraft at aircraft stand C13 to be pushed back and towed forward to breakaway point abeam aircraft stand C15 before taxiing out.	Wide body aircraft at aircraft stand C2 and C4 to be pushed back and towed forward to breakaway point abeam aircraft stand C6 before taxiing out.
C3, C7, C7L, C7R, C34 and C36	Wide body aircraft at aircraft stand C34 and C36 to be pushed back and towed forward to breakaway point abeam aircraft stand C36 before taxiing out.	Wide body aircraft at aircraft stand C3 and C7 to be pushed back and towed forward to breakaway point abeam aircraft stand C7 before taxiing out.
C14, C16, C16R C23 and C25	Wide body aircraft at aircraft stand C23 and C25 to be pushed back and towed forward to breakaway point abeam aircraft stand C25 before taxiing out.	Wide body aircraft at aircraft stand C14 and C16 to be pushed back and towed forward to breakaway point abeam aircraft stand C16 before taxiing out.
C24, C26, C33 and C35	Wide body aircraft at aricraft stand C33 and C35 to be pushed back and towed forward to breakaway point abeam aircraft stand C35 before taxiing out.	Wide body aircraft at aircraft stand C24 and C26 to be pushed back and towed forward to breakaway point abeam aircraft stand C26 before taxiing out.
Cargo Stand	All wide body aircraft at cargo stand are to be pushed back and aligned on taxiway centerline before taxiing out.	Aircraft from aircraft stand F34 to push back and tow forward till abeam aircraft stand F32 before starting up as to avoid jet blast effect to the vehicle at the adjacent service road.

10.2 Aircraft stand B3

Aircraft have to tow in to aircraft stand B3 in the event of VDGS unserviceable to avoid aircraft jet blast during breakway on aircraft stand taxilane.

FLIGHT PROCEDURES

1. General

1.1 All operations into and out of KL International Airports shall be in accordance with the Instrument Flight Rules. Helicopter flights to and from KL International Airport may be in accordance with the Visual Flight Rules.

2. Clearance Delivery

2.1 Pilots-in-command shall request from Lumpur Clearance Delivery an airways clearance 5 minutes before engine start-up.

2.2 Not withstanding para 2.1 above, eastbound departures planned along the following ATS route segments can obtain an airways clearance 30 minutes prior to engine start:

a.) M771 - DUDIS
b.) L625 - AKMON
c.) N884 - LAXOR

Where applicable, slot departure times shall be provided by Lumpur Clearance Delivery.

2.3 Lumpur Delivery - 126.0:

a.) Flights to WSSS, WSSL, and WIDD.
b.) Flight to a destination beyond WMKK FIR via the following ATS Routes and Exit Waypoints:

-R208 (IGARI)	-VPK/M771 (DUDIS)	-A464 (ARAMA)
-A334 (PASVA)	-VPK/L625 (AKMON)	-SUKRI/B470 (ANITO)
-M626 (KADAX)	-VPK/N884 (LAXOR)	-SUKRI/M635 (SURGA)
-M644 (ABTOK)	-VPK/M758 (IDSEL)	-SUKRI/M774 (KADAR)
-M751 (GOLUD)	-VPK/M761 (KETOD)	

2.4 Lumpur Delivery - 128.15:

a.) All domestic flight within Peninsular Malaysia.
b.) Flight to Subang (WMSA) and Training Area.
c.) Flight to a destination beyond WMKK FIR via the following ATS Routes and Exit Waypoints:

-Y501 (RIGTO)	-N633 (SALAX)	-P574 (NOPEK)
-Y502 (DUBAX)	-P628 (IGREX)	-B466 (ANOKO)
-A457 (TAMOS)	-L510 (EMRAN)	
-R461 (PUGER)	-N571 (IGOGU)	

3. Aerodrome Control and Apron Services

3.1 Aerodrome control services at KL International Airport are provided by air traffic control from Tower East, Tower West and Apron Control Tower. Regulation of aircraft movement within the aprons are provided:

a.) From Tower East for Aprons ETN, ETS, ETE, ETW, ESW, ESN and ECS
b.) From Tower West for Aprons WTN, WTS, WTE, WTW, WSN, WSS, WSE and WSW
c.) From Apron Control Tower for Aprons ESE, ESS, ECE, ECN and ECW

3.2 Aerodrome control services at KL International Airport are provided for all runways, taxiways, designated apron taxiways and aircraft stand taxilane.

3.3 On runways and designated taxiways ATC controls and regulates:

a.) Aircraft with respect to other aircraft, vehicles and obstructions;
b.) Vehicles with respect to aircraft.

3.4 On apron taxiways and aircraft stand taxilane, and other designated parts of the movement area, ATC regulates aircraft with respect to other aircraft and fixed obstructions. ATC does not provide regulation or control of aircraft with respect to vehicles or people movement on this areas.

3.5 The pilot-in-command and aircraft marshallers shall be responsible for the safety of aircraft with respect to all vehicles during push back, engine start up and taxiing. Prior to, and during engine start up, the pilot-in-command and aircraft marshallers shall be responsible to ensure that the aircraft is towed to the correct position for engine start and that the appropriate blast zone behind an aircraft is clear during engine start up.

4. Communication Services

4.1 On the movement area, all communications between air traffic control and pilots and between air traffic control and drivers of vehicles is on VHF. The functions and associated VHF frequencies are indicated in para WMKK AD 2.18. ATS COMMUNICATIONS FACILITIES.

5. Approach and Departure Procedures

5.1 Departing Aircraft

5.1.1. If the SID has been cancelled and replaces with a Radar Departure:
ATC: "...callsign, recleared on Sepang (...) Departure"
If a pilot is to fly a radar heading after airborne:
ATC: "callsign, fly heading.../maintain runway heading. Climb to... FT. Runway..., cleared for take-off"

5.1.2. Contact "Lumpur Radar" after airborne as soon as practicable before passing 2000' on frequency 135.25 MHz.

5.1.2.1. If the departure frequency is different from the standard in para 5.1.2:
"...callsign, departure frequency (...), Runway (designator), cleared for take off..."

5.1.2.2. On the first contact with Approach after becoming airborne, advise the SID/RD identifier or assigned heading, the last level vacated to the nearest 100' and the assigned altitude.
Examples:
If the aircraft is on SID or RD:
"...callsign, ..KIMAT ONE CHARLIE Departure, leaving one thousand seven hundred, climbing to six thousand..."
If the aircraft is on assigned heading:
"...callsign, ..on heading (...), leaving one thousand seven hundred, climbing to six thousand..."

(Cont. on next page)

FLIGHT PROCEDURES (contd.)

5.1.3. Immediate Take-off Clearance

5.1.3.1. A pilot receiving the ATC instruction "cleared for immediate take-off" is required to act as follows:
a.) If not yet lined up on the runway, line up and begin take-off run without stopping the aircraft;
b.) if already lined up on the runway, take-off without delay;
c.) if unable to comply with the instruction, inform ATC immediately.

5.1.4. Wake turbulence waiver

5.1.4.1. 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...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 take-off, if the take-off by LIGHT or MEDIUM aircraft is commenced from a point more than 150 metres along the runway in the direction of take-off, from the commencement point of the HEAVY aircraft take-off.

5.1.4.2. When a pilot-in-command requests for a wake turbulence waiver, the pilot acknowledges that ATC will no longer be responsible for the application of wake turbulence separation standards to that specific flight operation.

5.2 Landing Aircraft

5.2.1 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;
b.) ATC must have reasonable assurance that the appropriate separation will exist when the succeeding aircraft crosses the runway threshold;
c.) when issuing a landing clearance following the application of the above procedures, ATC will issue the following aircraft with the instruction below:
"Preceding (aircraft type) vacating runway via (taxiway designator), surface wind...Runway (designator) cleared to land,..."
"Preceding (aircraft type) is rolling for departure, surface wind... Runway (designator), cleared to land,..."

5.2.2 After landing flight crew requirement: pilot should ensure that the transponder is operating (set XPNDR or the equivalent according to specific installation, AUTO if available, not OFF or STDBY) after landing continuously until the aircraft is fully parked on stand.

5.3 Missed Approach Procedures

5.3.1 When a pilot-in-command executes a "go around", he shall comply with the published missed approach procedure for the runway unless given a specific alternate missed approach procedure by air traffic control. If the aircraft performance or weather conditions preclude the pilot-in-command from complying with this requirement he shall advise air traffic control immediately.

5.4 Height Restrictions (Arriving Aircraft)

5.4.1 As part of Air Traffic Flow Management measures to regulate arrivals into WMKK. The following height restrictions shall be observed:

PUGER - FL310 or Below
NIREN - FL270 or Below
KAKAK - FL270 or Below
PULIP - FL250 or Below
SAROX - FL230 or Below
GUPTA - FL230 or Below
SALAX - FL220 or Below

5.5 Speed Restrictions (Arriving Aircraft)

5.5.1 FLOW management is used to regulate traffic destined to KLIA. The flow control sequencing action, as described in AIP ENR 1.9-1, may include:
a.) speed control;
b.) radar vectoring; and
c.) holding.

(Cont. on next page)

FLIGHT PROCEDURES (contd.)

5.5.2 The speed restriction of 250 KIAS below 10,000FT is now applicable unless ATC issues the instruction "maintain high speed".

5.5.3 Pilot cleared to proceed on RNP 1 STAR and published IAP shall comply with speed restriction reported on applicable coding table.

5.5.4 Speed limitation points when STAR is cancelled

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

a.) 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 5 NM to touchdown.

b.) 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 5 NM to touchdown.

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

5.5.5 Cancellation of speed restrictions

5.5.5.1 Pilots need not adopt the speed restrictions at the speed limitation points when they are issued a "No ATC Speed Restriction" clearance by ATC.

6. Hazardous Weather Warning

6.1 Pilots will be advised when there are reported occurences of microburst or wind shear These alerts will be in the following form:

a.) Runway designation;
b.) Arrival or Departure;
c.) Type of alert (microburst or wind shear);
d.) Quantified headwind loss or gain;
e.) location of alert, in nautical miles, on final approach or departure path.

Example "....., Runway 14L, arrival, micro burst, headwind loss 40 knots, 2 miles final."

7. Runway Operations

7.1 Modes of Operation

7.1.1 The preferred runway mode of operations will be:

a.) Runway 32R for departures, Runway 32L for arrivals and Runway 33 for mixed mode;
b.) Runway 14R for departures, Runway 14L for arrivals and Runwy 15 for mixed mode.

7.2 Simultaneous Parallel Runway Operations

7.2.1 General

7.2.2 In KL International Airport are in use simultaneous parallel runway operations, both for departures and for arrivals. SPD - simulataneous parallel departures can be conducted from combination of any two of the three parallel instrument runways or to all of the three runways at one time. SPA - simultaneous parallel arrivals according to the traffic imbalance or to mode of operations, can be conducted as Dependent Parallel Approaches or Independent Parallel Approaches.

7.3 Dependent Parallel Approaches - DPA

7.3.1 DPA are simultaneous approaches to parallel or near-parallel instrument runways where radar separation minima between aircraft on adjacent extended runway center lines are prescribed.

7.3.2 DPA are subject to coordination between Lumpur ATCC and Lumpur TWRs and shall be notified to pilots via ATIS.

7.3.3 During Parallel approaches "Visual Approach/Side Step" on the adjacent runway shall be avoided.

7.4 Independent Parallel Approaches - IPA

7.4.1 IPA are simultaneous approaches to parallel or near-parallel instrument runways where radar separation minima between aircraft on adjacent extended runway center lines are not prescribed.

7.4.2 IPA are subject to coordination between Lumpur ATCC and Lumpur TWRs and shall be notified to pilots via ATIS.

7.4.3 During the execution of parallel approaches "Visual Approach/Side Step" on the adjacent runway shall be avoided.

7.4.4 Normal Operating Zone (NOZ): Airspace of defined dimensions extending to either side of an ILS localizer course and/or MLS final approach track. Only the inner half of the normal operating zone is taken into account in independent parallel approaches.

7.4.5 No Transgression Zone (NTZ): In the context of independent parallel approaches, a corridor or airspace of defined dimensions located centrally between the two extended runway center lines, where a penetration by an aircraft requires an ATCO intervention to manoeuvre any threatened aircraft on the adjacent approach.

(Cont. on next page)

FLIGHT PROCEDURES (contd.)

7.5 RNAV (GNSS) and RNAV (RNP) Simultaneous Independent Parallel Approaches.

7.5.1 RNAV (GNSS) and RNAV (RNP) for Simultaneous Independent Parallel Approaches are as follows:

1. RNAV (GNSS) Rwy 14L
2. RNAV (GNSS) Rwy 14R
3. RNAV (GNSS) Rwy 15
4. RNAV (GNSS) Rwy 32L
5. RNAV (GNSS) Rwy 32R
6. RNAV (GNSS) Rwy 33

7.5.2 Pilots shall monitor WMKK Computer Automated Terminal Information Service (CATIS) (Arrival) for the expected instrument approach.

7.5.3 Operators are responsible to obtain the GNSS receiver autonomous integrity monitoring (RAIM) prediction associated with GNSS availability or its unavailability. Civil Aviation Authority of Malaysia (CAAM) would not be providing this service.

7.5.4 Pilots should notify ATC of any degradation of the RAIM data signal or being unable to perform the RNAV approach.

7.6 Break-Out Manoeuvres

7.6.1 If any aircraft is committing a NTZ infringement, the ATCO supervising the adjacent approach has to provide a break-out instruction to the aircraft under his responsibility to protect it from the threat. Break-out manoeuvres consist of heading and altitude instruction issued by a radar approach controller.

7.7 Override

7.7.1 The ATCO supervising the approach when in condition to issue a break-out manoeuvre because of the infringement of the NTZ from the adjacent approach path will override the relevant Tower frequency.

8. Runway Crossing

8.1 General

8.1.1 Kuala Lumpur International Airport (KLIA) is divided in two parts:

a.) KLIA1: the area between RWY 32R/14L and RWY 32L/14R (inclusive)
b.) klia2: the area west of RWY 32L/14R until RWY 33/15

8.2 Procedures

8.2.1 An aircraft intending to cross Rwy 14R/32L will be instructed by Lumpur Ground to taxi to a RHP and hold short of Rwy, where it will be instructed to contact Lumpur Tower to obtain a crossing clearance and any other instructions.

8.2.2 Stop bars will be switched off at the time crossing clearance is issued.

8.2.3 Once runway crossing is completed, the aircraft will be instructed to contact Lumpur Ground in order to receive further taxi instructions.

8.2.4 ATC may issue a clearance to land if the controller has reasonable assurance that the aircraft crossing the runway can vacate before the arriving aircraft overflies the threshold of that runway.

8.3 Restriction

8.3.1 Crossing a runway on single engine taxi is not permitted.

8.4 Interference to ILS Signals

8.4.1 Rwy 14R: Interference to the Glide Slope signal may occur during a runway crossing via Twy P1 (GP sensitive area infringed) and Twy P2 (GP critical and sensitive area infringed).

8.4.2 Rwy 32L: Interference to the LOC signal may occur during a runway crossing or when a large aircraft vacates the runway beyond exit taxiway.

8.4.3 Pilots should anticipate the possibility of these interferences and be prepared to take immediate appropriate action during their approach to land.

9. RNAV STAR (SHORT STAR)

9.1 RNAV STAR:

1. RNAV (GNSS) STAR Rwy 14L, 14R & 15.
2. RNAV (GNSS) STAR Rwy 32R, 32L & 33.

will only be available for flight planning during certain period of the day. However, the utilization of these STAR shall be determined by ATC subject to operational requirement.

The available slot time of short STARs are shown as per table below.

NO	TIME (UTC)
1	0000 - 0100
2	0100 - 0200
3	1600 - 1700
4	1700 - 1800
5	2100 - 2200

AUTOMATED GUIDE-IN SYSTEM DOCKING PROCEDURES

1. INTRODUCTION

1.1 The RLG GIS206-2 Automated Guide-In System is a fully automatic aircraft docking guidance system for various types of modern aircraft installed at the fixed gates of the klia2 Terminal KL International Airport, Sepang.

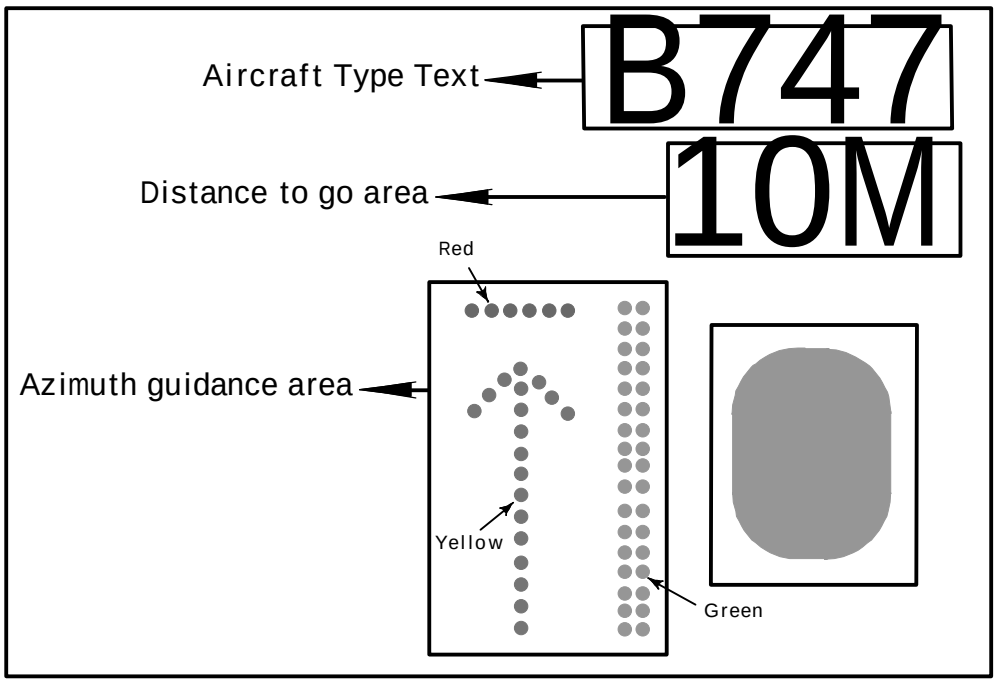
2. DESCRIPTION OF SYSTEM

2.1 The RLG GIS206-2 Laser Guided Docking System utilizes 2-axis laser scanning technique to track both the lateral and longitudinal positions of the incoming aircraft. This 3-D approach allows the system to identify the incoming aircraft and check it against the one selected by the operator. If the incoming aircraft fails to match the expected aircraft, an 'NO ID' indication is immediately issued to both the pilot and the co-pilot.

2.2 Aircraft type, continuous closing distance, and azimuth guidance, etc, are presented on a single console clearly visible to both the pilot and co-pilot, simultaneously. Figure A shows the Aircraft Display console, mounted on the terminal in front of the aircraft stand.

2.3 The system is operated only in the automatic mode. When the system fails, the aircraft must then be marshalled into the stand manually.

Figure A: In this picture the aircraft is at 10 Metres and is on the centre line.



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AUTOMATED GUIDE-IN SYSTEM DOCKING PROCEDURES (contd.)

3. DOCKING PROCEDURES

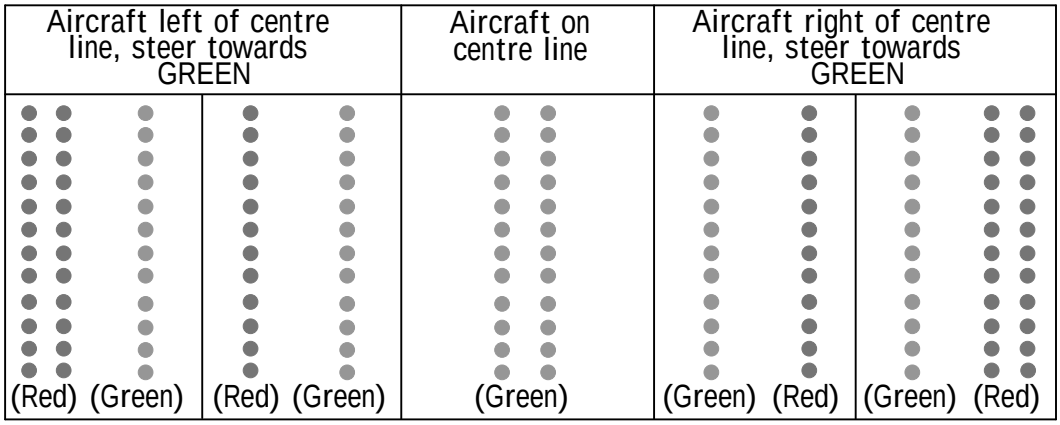
3.1 Pilot must stop the aircraft immediately if he or she sees that:
a) The docking system is not activated.
b) A wrong type of aircraft indicates 'NO ID' is displayed.
c) The word STOP is displayed.

3.2 Confirm that the correct aircraft type is displayed. Proceed slowly forward.

3.3 Look at the azimuth guidance bars at the lower centre of the display, and interpret the guidance as shown, always steering to the green.

3.4 When the aircraft is approaching approximately 40 metres from the stop position, closing information will start to display. The display information below the aircraft type is the digital readout of the close-in distance, in 1m decimal place decrement from 40-5 metres, and in 0.1m decrement below 5 metres. The close-in distance is also displayed in the form of a progress meter (Arrow Pointer), at the lower left corner of the display console. The progress arrow starts to activate approximately at 40 metres, moving forward at 2.5 metres decrement, and will reach the red target line at the stop position.

3.5 During the docking process, the user shall confirm that the correct aircraft type is displayed on the LED Display Console and proceed slowly forward to the terminal gate.



Display guide shows the azimuth guidance bars at the lower center of the VDGS LED Display Console.
CAUTION: Always steer and follow the GREEN AZIMUTH CENTER BAR.

3.6 When the correct position is reached, the digital readout will display the word STOP, in red. The progress meter will indicate the merging of the arrow and the target line.

3.7 If the aircraft stops at the correct position, the word "OK" will be displayed after a few seconds, then the entire display will turn off, indicating the completion of the docking sequence.

3.8 If the aircraft overshoots, the word "2FAR" will be displayed.

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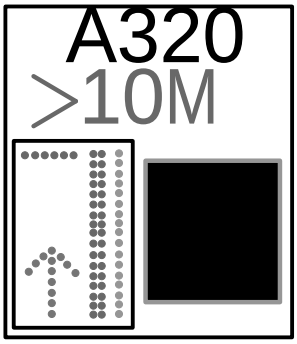
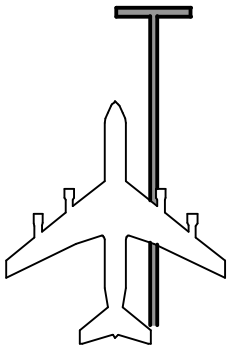
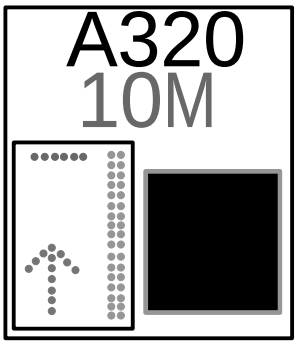
AUTOMATED GUIDE-IN SYSTEM DOCKING PROCEDURES (contd.)

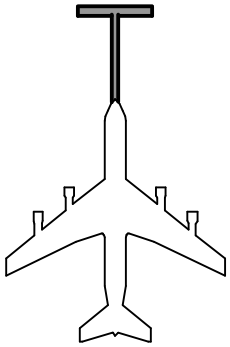
3.9 VISUAL DOCKING GUIDANCE SYSTEM DOCKING PROCEDURES AT KLIA2 TERMINAL.



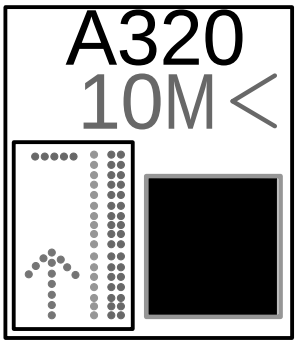


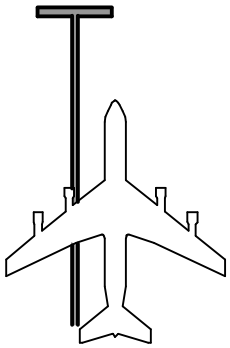
If red light bar appears on the left side of the green light bar, the aircraft is off centre line to left. It should be moved rightwards.





Green light bar illuminates, the aircraft is on centre line. Keep straight ahead.





If red light bar appears on the right side of the green light bar, the aircraft is off centre line to right. It should be moved leftwards.

Azimuth guidance status on the LED Display Console indicating the aircraft azimuth position when an aircraft approaching to the terminal gate. Red arrow (blinking) instructing the pilot to move/ re-center back accordingly.

3.10 SAFETY MEASURES

3.10.1 Pilot must stop the aircraft immediately if he or she sees that:

a) The docking system is not activated.
b) A wrong type of aircraft shows 'NO ID' is displayed.
c) The word STOP is displayed.

3.10.2 When using the automated docking system, the pilot must taxi into the aircraft stand at minimum speed. The system will display "SLOW" if the aircraft taxi speed is too fast for reliable detection.

3.10.3 To avoid overshoot, the pilot is advised to approach the stop position slowly and observe the closing rate information displayed. Closing information is displayed both as digital readout and in the form of progress meter. Pilot must stop the aircraft immediately when seeing the "STOP" indication or when signaled by the marshaller.

3.10.4 The system will indicate any overshoot by displaying "2 FAR".

VISUAL DOCKING GUIDANCE SYSTEMS PROCEDURES KLIA TERMINAL

1. VDGS AIRPARK

1.1 Aircraft Stand: C12R and C16R.

1.2 Pilot instructions:
Azimuth Guidance and Stop Information provided from a Display Unit mounted in the extension of the stand centerline in front of the cockpit. The Azimuth Guidance is aligned for the pilot occupying the left seat.

a) Follow taxi-in line and watch the display unit.

b) Check that correct stand number is displayed and the azimuth guidance unit is illuminated and the green light is on.

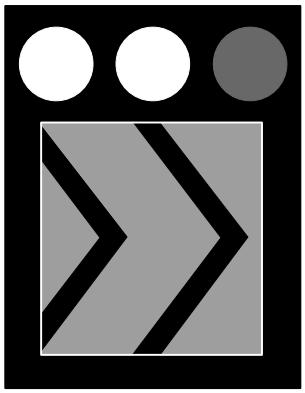
c) When green light is on, it is clear to enter the stand area.

d) Follow the directions from the azimuth guidance unit.

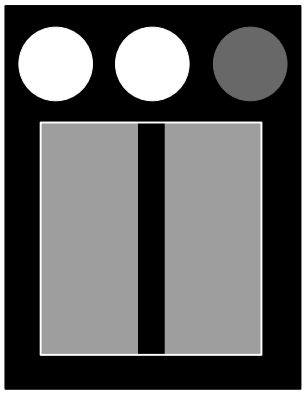
e) When the Stop indicator is changing from green to yellow, take caution and slow down speed (approximately 5m remain to stop position).

f) When the Stop indicator is displaying red light (approximately 30-60cm from stop position), bring the aircraft to a complete STOP.

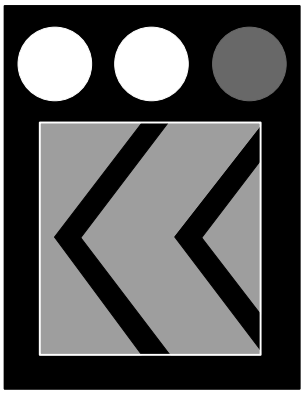
In the event that the red light is on or system is black,
DO NOT ENTER THE STAND.



Steer right



On centerline



Steer left

VISUAL DOCKING GUIDANCE SYSTEMS PROCEDURES KLIA TERMINAL (contd.)

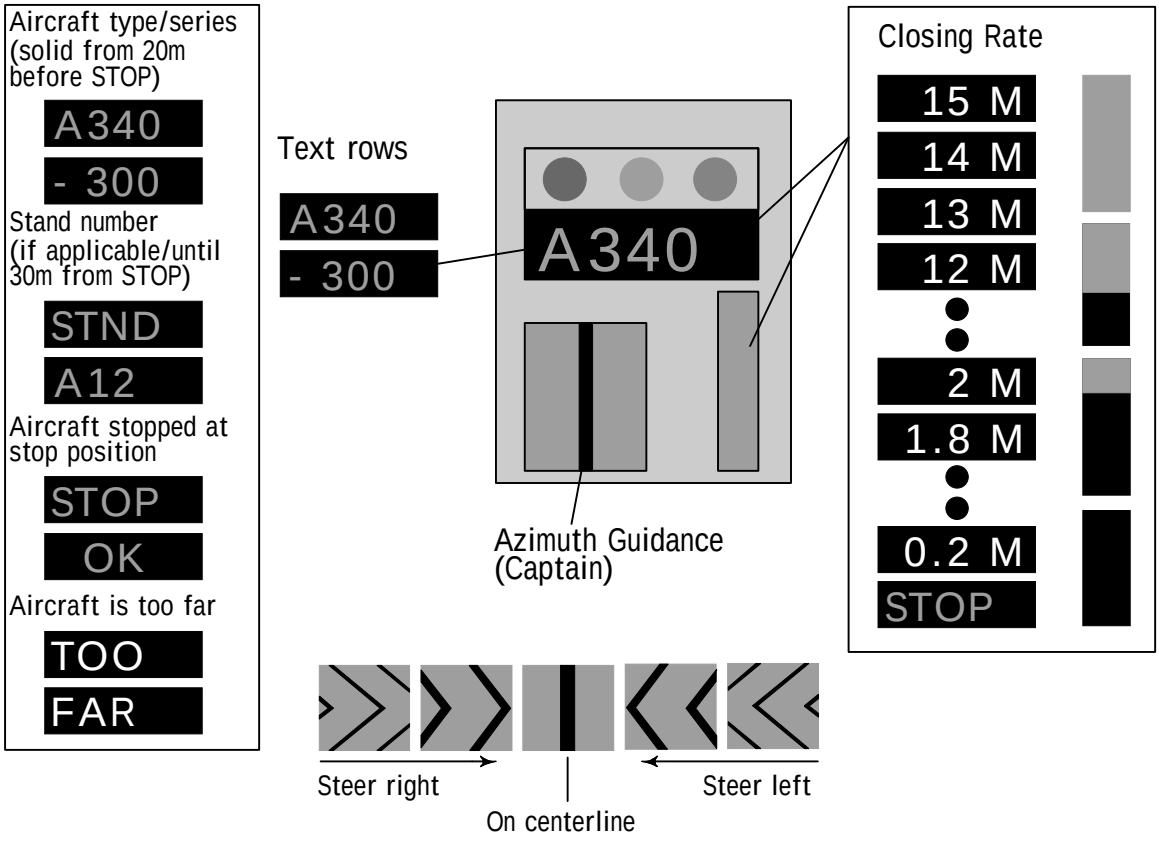
2. VDGS APIS++

2.1 Aircraft Stand: A2, A2R, A2L, B2, B2R, B2L, B4, B4R, B4L, C1, C2, C3, C4, C6, C11, C12, C13, C14, C15, C16, C17, C21, C22, C23, C24, C25, C26, C27, C31, C32, C33, C34, C35, C36, C37.

2.2 Pilot instructions:
Azimuth Guidance, Stop Information, Closing Rate and Aircraft Type Display provided from a Display Unit mounted in the extension of the stand centerline. The Azimuth Guidance is aligned for the pilot occupying the left seat. Check correct aircraft type/series on the Display Unit.

Safety measures:

ABORT docking if Display Unit shows STOP or WRONG AIRCRAFT TYPE/SERIES, or Azimuth Guidance Display NOT ACTIVATED.



FMT APIS++ (Aircraft Parking and Information System)

Azimuth and stopping guidance are provided from a display unit mounted at the extension of the stand centerline.

- Intercept the centerline and follow the azimuth guidance display
- Check correct aircraft type/series on the APIS++ display unit.

VISUAL DOCKING GUIDANCE SYSTEMS PROCEDURES KLIA TERMINAL (contd.)

4. VDGS SAFEDOCK

4.1 Aircraft Stand: A4, A4R, A4L, A6, A6R, A6L, A8, A8R, A8L, A10, A10R, A10L, B6, B6R, B6L, B8, B8R, B8L, B10, B10R, B10L, A3, A5, A7, A9, A11, B3, B5, B7, B9, B11.

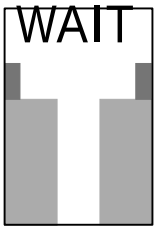
4.2 Pilot instructions:
Azimuth Guidance, Stop Information, Closing Rate and Aircraft Type Display provided from a Display Unit mounted in the extension of the stand centerline. The Azimuth Guidance is available for use by the Pilots occupying BOTH the left and right seats. Check correct aircraft type/series on the Display Unit.
Safety measures:
ABORT docking if Display Unit shows STOP or WRONG AIRCRAFT TYPE/SERIES, or Azimuth Guidance Display NOT ACTIVATED.

PILOT INSTRUCTION

AIRCRAFT DOCKING (NORMAL CONDITION)

START DOCK

Aircraft docking activation is performed at the Operator Panel. When the Safedock system is ready to operate, the panel will show: SAFEDOCK SYSTEM followed by a status message. If the status is READY, the docking procedure can be initiated by pressing the Start Dock key.
A START DOCKING message appears followed by the option SELECT AIRCRAFT.
Instructions to operators:
- Determine aircraft for docking:
  - Press the desired aircraft type key.
  - Press the exact sub-type key, if required (press left-right arrows to show all listed sub-types).

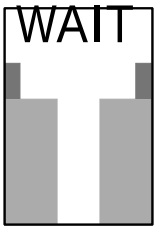


Pilot to wait and prohibited to docking to centerlines without guidance by VDGS.

Note: If operator passwords are enabled, enter the 4-digit password to continue the aircraft docking activation with the help of the 0-9 digits on the switch cover.

VDGS SELF-TEST

After selecting the aircraft for docking, a self-test and reference point check is carried out by the Safedock system to confirm docking accuracy.
Failing the self-test will result in an error code displayed in text format on the Opearator Panel and an ERR x on the display. Failing the reference point chceck will result in an AUTOCAL ERROR or ERR 3.



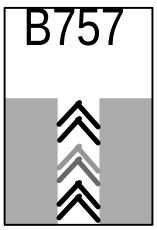
Pilot to wait and prohibited to docking to centerlines without guidance by VDGS.

IDENTIFICATION

The system is activated and in Active mode, scanning for an approaching aircraft and this is indicated by floating arrows.

WARNING! THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE. UNLESS THE ARROWS HAVE BEEN SUPERSEDED BY THE CLOSING RATE BAR.

Instructions to operators:
- Check that the correct aircraft type is displayed on the Pilot Display. The lead-in line is to be followed.



Pilot/aircraft allow to enter the centerline.

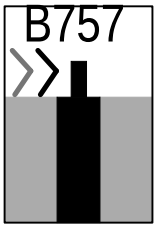
Note: If the safedock system is still in Active mode when the aircraft nose reaches the Passenger Boarding Bridge cab, press the Emergency-Stop button immediately!

VISUAL DOCKING GUIDANCE SYSTEMS PROCEDURES KLIA TERMINAL (contd.)

TRACKING

The system has captured the aircraft and is actively tracking and verifying it. The floating arrows are replaced by a yellow centerline indicator and floating arrow.

- A flashing red and/or yellow arrow indicates the direction to turn for azimuth guidance.
- The yellow arrow indicates the aircraft position in relation to the centerline.
- The centerline "distance-to-go" indicator changes from floating arrows to a filled closing-rate bar. The closing-rate bar shrinks as the aircraft nears its configured stop-position.



Arrow indicated the aircraft a bit on left side and pilot to turn right and make sure no arrow indicated on the left or right.

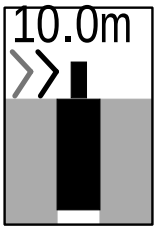
Instructions to operators:

- Check that the correct aircraft type is displayed on the Pilot Display. When the selected and the verified aircraft type match, the message IDENTIFIED appears on the operator Panel display.

CLOSING RATE

The closing rate is the final countdown from a specific distance to the stop-position. A yellow vertical closing rate bar/centerline indicator appears, optionally with a digital countdown indication, depending on the configuration.

The closing rate bar showing the distance from stop-position consists of a number of rows representing the remaining distance to go. Each row turns off in steps, beginning 15m from the stop-position as the aircraft approaches, illustrating a shrinking bar from the bottom. As the last row turns off, less than the interval for one row remains until the message STOP appears.

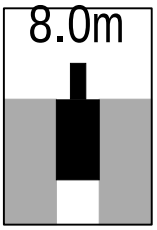


Arrow indicated the aircraft a bit on left side and pilot to turn right and make sure no arrow indicated on the left or right.

A digital countdown (option) shows the distance to stop numerically, with intervals depending on the configuration requirements. The image example illustrates the aircraft in the closing rate distance from stop-position, slightly left on the centerline. The red arrow indicates the direction to steer.

ALIGN TO CENTERLINE

The aircraft is at the displayed distance from the stop-position. The absence of any direction arrow indicates an aircraft on the centerline.

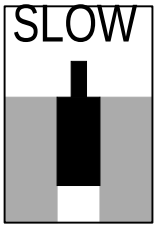


Aircraft on the centerline and Pilot must ensure the aircraft remain on the centerline until the stop position.

VISUAL DOCKING GUIDANCE SYSTEMS PROCEDURES KLIA TERMINAL (contd.)

SLOW DOWN (DECREASE SPEED)

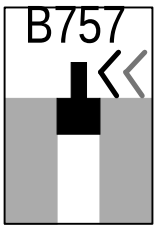
The Safedock system is configured with a slowdown active zone. The limit speed for slow down indication is configurable per aircraft type in the 0-10m range from the stop-position, with a default setting of 2m/s. The limits further out are fixed: 10-20m 3m/s, more than 20m 4m/s.
Note: A speed of 2m/s is approximately 7km/h, 4mph or 3 knots. If the aircraft is approaching faster than the accepted speed, the system will show SLOW as a warning to the pilots.



Pilot to decrease the aircraft speed.

AZIMUTH GUIDANCE

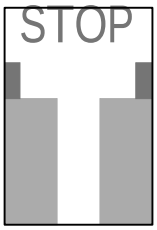
The aircraft is at the displayed distance from the stop-position. If the aircraft is not aligned to center, a yellow arrow indicates an aircraft's position to the centerline and a red flashing arrow indicates the direction to turn.



Pilot to turn a bit left until no indicated red flashing arrow. Pilot to ensure aircraft is slower before reach the stop position.

STOP POSITION REACHED

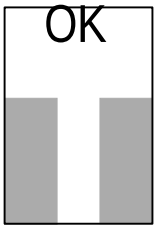
When the correct stop-position is reached, the Pilot Display will show STOP with a red border or with red lights. If the aircraft is found standing still but has not reached the intended stop-position, a Stop Short condition occurs.



Pilot to ensure aircraft stop at the stop position.

DOCKING COMPLETED

When the aircraft has parked, the message OK will be displayed. If the aircraft rolls too far past the stop-position, the message TOO FAR appears. After a configurable period of time the status on the Operator Panel will change to PARKED.
Note: If a docking procedure cannot automatically come to a PARKED state, the Marshall can manually set this with the help of the PARK ON command (it is required for enabling the following PARK-OFF procedure).



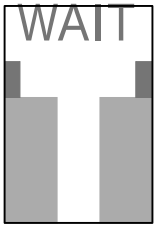
Docking completed.

VISUAL DOCKING GUIDANCE SYSTEMS PROCEDURES KLIA TERMINAL (contd.)

AIRCRAFT DOCKING (ABNORMAL CONDITION)

LOST AIRCRAFT DETECTION

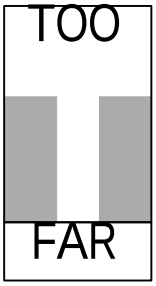
If the detected aircraft is lost during docking, before 15m to stop-position, the display shows WAIT. The docking continues as soon as the system detects the aircraft again.
During penetration into the stand, the aircraft geometry is checked. If, for any reason, aircraft verification is not made 15m before the stop-position, the Pilot Display shows STOP and WAIT.
Note: This may only be a system event and not a fault. The system requires time for safety checks, apron sweeps, aircraft capture and ID checks before the closing rate to stop-position (to analyze the possible cause of the incident).



Pilot to wait and stop before the system being activated.

OVERSHOOT

If the aircraft overshoots the stop-position with a configurable distance, the Pilot Display displays STOP (with RED borders/bars) followed by TOO FAR after the aircraft comes to a complete stop.



Pilot to aware the aircraft wing span clearance and capability of Passenger Boarding Bridges for passengers disembarking.

STOP SHORT

If the aircraft is found standing still, within a configurable distance up to 5m short of the stop-position, the message STOP and OK will be shown after a configurable amount of time.

Pilot to aware the aircraft wing span clearance and capability of Passenger Boarding Bridges for passengers disembarking.

VISUAL DOCKING GUIDANCE SYSTEMS PROCEDURES KLIA TERMINAL (contd.)

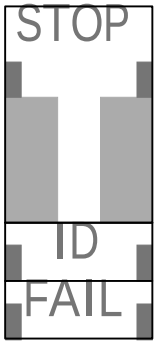
FAIL AIRCRAFT VERIFICATION (ID FAIL)

After capture of the aircraft, its geometry is checked against a stored profile. If, for any reason, aircraft verification is not confirmed 15m before the stop-position, the Pilot Display will show STOP followed by ID FAIL. Below there is a list of errors that can be displayed on the Operator Panel and a short description:

- Geometry failed - Geometry check failed within ID Fail limit.
- Nose height failed - Nose height check failed.
- Engine verification - Engine verification failed.
- Profile failed - Profile check failed.
- Lost track - Lost track close to stop.

Note: (option) Dockings can be resumed without verification; however it is important to follow the information below. Alternatively, the aircraft shall be marshalled-in or towed-in to the gate.

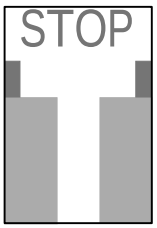
WARNING! THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE WITHOUT MANUAL GUIDANCE, UNLESS THE WAIT MESSAGE HAS BEEN SUPERSEDED BY THE CLOSING RATE BAR.



Pilot to wait for manual docking (marshaling) and stop the aircraft. Pilot to wait and prohobited to docking to centerlines without guidance by VDGS or marshaler.

EMERGENCY E-STOP

When the Emergency-Stop button on the Operator Panel is activated, the Pilot Display shows STOP (with red border/bars).
Note: Additional Emergency-STOP buttons (other than that on the Operator Panel) may be connected to the system at the apron level.



Pilot to ensure the aircraft stop and not precede aircraft movement.

WMKK/KUL JEPPESEN KUALA LUMPUR, MALAYSIA

KUALA LUMPUR INTL-SEPANG

11 JUN 21 (21-0B1) .Eff.17.Jun.

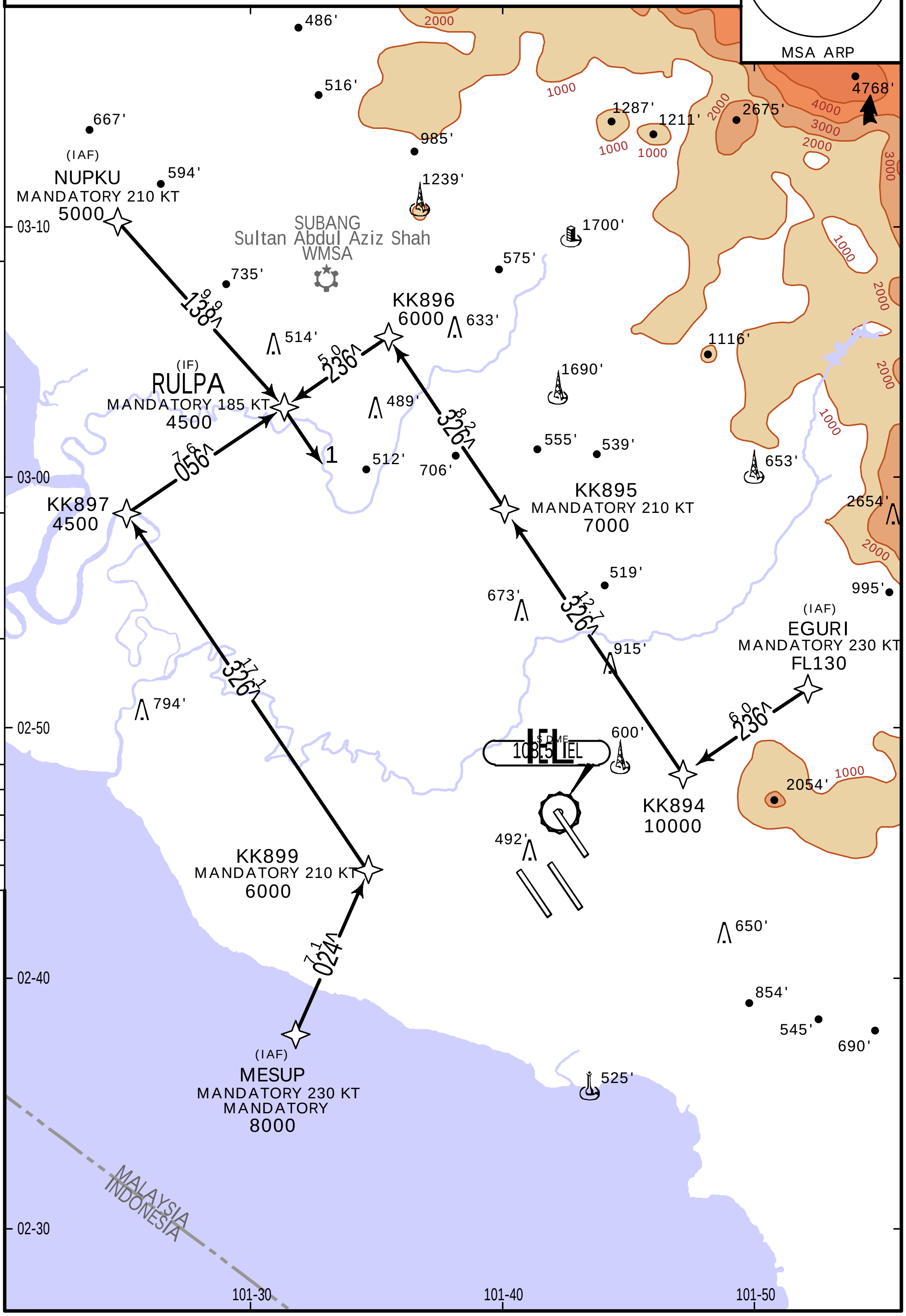
RNAV (GNSS) INITIAL APCH Rwy 14L

ATIS	LUMPUR Radar (APP)	LUMPUR Tower Rwy 14L/32R	Ground
128.050	121.250 124.200 118.650 125.850 135.750	118.8	121.650

FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPOACH CHARTS

1 AFTER WAYPOINT RULPA, REFER INSTRUMENT APPROACH 21-1, 22-1 CHARTS

MSA ARP 5300



CHANGES: New chart.

WMKK/KUL KUALA LUMPUR, MALAYSIA

KUALA LUMPUR INTL-SEPANG

11 JUN 21 .Eff.17.Jun.

21-0B2

RNAV (GNSS) INITIAL APCH Rwy 14R

ATIS	LUMPUR Radar (APP)	LUMPUR Tower Rwy 14R/32L	Ground
128.050	121.250 124.200 118.650 125.850 135.750	118.5	121.8 122.525

FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPOACH CHARTS

1 AFTER WAYPOINT AREBU, REFER INSTRUMENT APPROACH 21-2, 22-2 CHARTS

5300 MSA ARP

(IAF) NUPKU MANDATORY 210 KT 5000

LUVNI MANDATORY 3500

(IF) AREBU 1 MANDATORY 185 KT MANDATORY 3500

KK896 5000

KK895 MANDATORY 210 KT 7000

KK897 MANDATORY 3500

KK899 MANDATORY 210 KT 6000

KK894 10000

(IAF) EGURI MANDATORY 230 KT FL130

(IAF) MESUP MANDATORY 230 KT MANDATORY 8000

SUBANG Sultan Abdul Aziz Shah WMSA

IWR

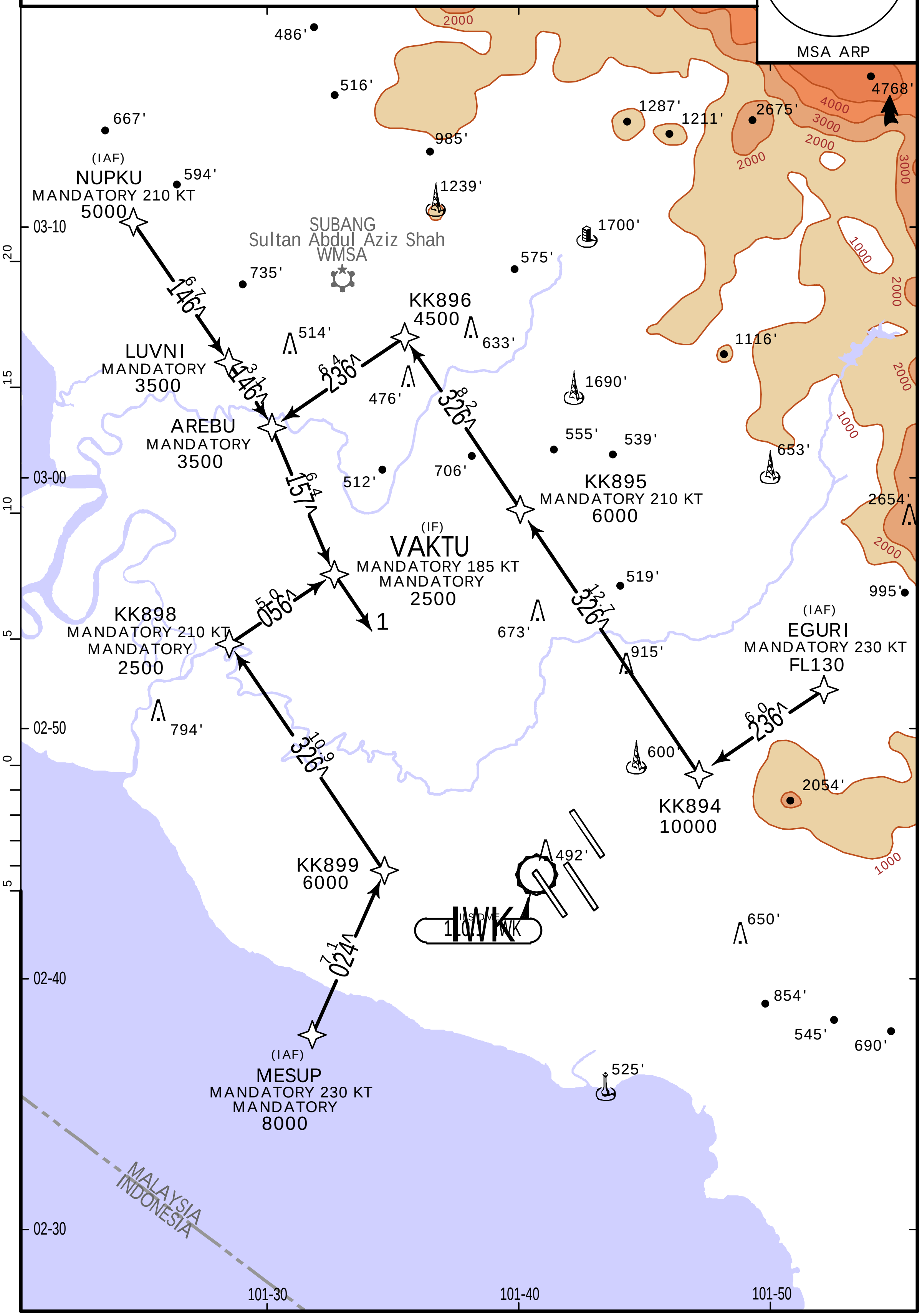
MALAYSIA INDONESIA

CHANGES: New chart.

ATIS	LUMPUR Radar (APP)	LUMPUR Tower Rwy 15/33	Ground
128.050	121.250 124.200 118.650 125.850 135.750	119.8	118.050

FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPOACH CHARTS

1 AFTER WAYPOINT VAKTU, REFER INSTRUMENT APPROACH 21-3, 22-3 CHARTS

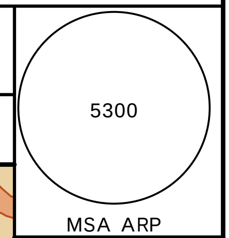

5300
MSA ARP
(IAF)
NUPKU
MANDATORY 210 KT
5000
LUVNI
MANDATORY
3500
AREBU
MANDATORY
3500
KK896
4500
KK895
MANDATORY 210 KT
6000
(IF)
VAKTU
MANDATORY 185 KT
MANDATORY
2500
KK898
MANDATORY 210 KT
MANDATORY
2500
(IAF)
EGURI
MANDATORY 230 KT
FL130
KK894
10000
KK899
6000
(IAF)
MESUP
MANDATORY 230 KT
MANDATORY
8000
SUBANG
Sultan Abdul Aziz Shah
WMSA
IWK
110.1 IWK
MALAYSIA
INDONESIA
03-10
03-00
02-50
02-40
02-30
101-30
101-40
101-50

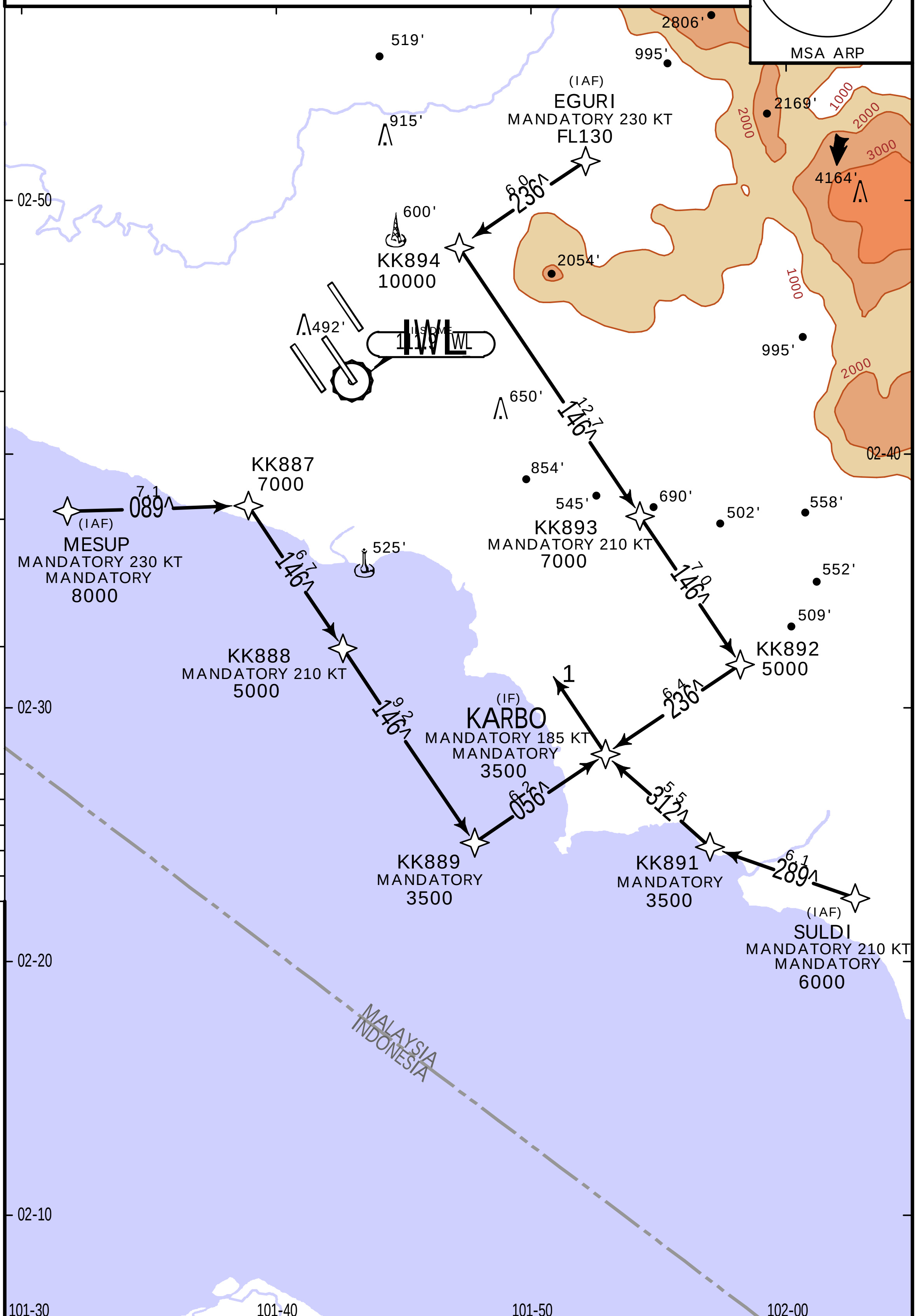
RNAV (GNSS) INITIAL APCH Rwy 32L

ATIS	LUMPUR Radar (APP)	LUMPUR Tower Rwy 14R/32L	Ground
128.050	121.250 124.200 118.650 125.850 135.750	118.5	121.8 122.525

FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPOACH CHARTS

1 AFTER WAYPOINT KARBO, REFER INSTRUMENT APPROACH 21-4, 22-4 CHARTS




519'
2806'
995'
(IAF)
EGURI
MANDATORY 230 KT
FL130
915'
2169'
1000
2000
3000
4164'
02-50
600'
236^ 6.0
KK894
10000
2054'
1000
492'
IWL
995'
650'
146^ 12.7
2000
02-40
KK887
7000
854'
545'
690'
502'
558'
089^ 7.1
(IAF)
MESUP
MANDATORY 230 KT
MANDATORY
8000
525'
KK893
MANDATORY 210 KT
7000
146^ 6.7
146^ 7.0
552'
509'
KK888
MANDATORY 210 KT
5000
KK892
5000
1
236^ 6.4
02-30
146^ 9.2
(IF)
KARBO
MANDATORY 185 KT
MANDATORY
3500
056^ 6.2
312^ 5.5
KK889
MANDATORY
3500
KK891
MANDATORY
3500
289^ 6.1
(IAF)
SULDI
MANDATORY 210 KT
MANDATORY
6000
02-20
MALAYSIA
INDONESIA
02-10
20
15
10
5
0
5
101-30
101-40
101-50
102-00

CHANGES: Refer instrument approach note.

WMKK/KUL
KUALA LUMPUR INTL-SEPANG

JEPPESEN

3 SEP 21

21-0B5

KUALA LUMPUR, MALAYSIA
RNAV (GNSS) INITIAL APCH Rwy 32R

ATIS	LUMPUR Radar (APP)	LUMPUR Tower Rwy 14L/32R	Ground
128.050	121.250 124.200 118.650 125.850 135.750	118.8	121.650

FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPOACH CHARTS

1 AFTER WAYPOINT MOTKA, REFER INSTRUMENT APPROACH 21-5, 22-5 CHARTS

5300
MSA ARP

519' 915' 600' 492' 2806' 995' 2169' 4164' 2054' 995' 650' 854' 545' 690' 502' 558' 552' 509' 525'

(IAF)
EGURI
MANDATORY 230 KT
FL130

KK894
10000

KK887
7000

(IAF)
MESUP
MANDATORY 230 KT
MANDATORY
8000

KK888
MANDATORY 210 KT
7000

KK889
4500

KK893
MANDATORY 210 KT
7000

KK892
6000

(IF)
MOTKA
MANDATORY 185 KT
4500

KK891
4500

(IAF)
SULDI
MANDATORY 210 KT
MANDATORY
6000

MALAYSIA
INDONESIA

02-50 02-40 02-30 02-20 02-10

101-30 101-40 101-50 102-00

CHANGES: Refer instrument approach note.

WMKK/KUL KUALA LUMPUR, MALAYSIA

KUALA LUMPUR INTL-SEPANG

JEPPESEN

3 SEP 21

21-0B6

RNAV (GNSS) INITIAL APCH Rwy 33

ATIS	LUMPUR Radar (APP)	LUMPUR Tower Rwy 15/33	Ground
128.050	121.250 124.200 118.650 125.850 135.750	119.8	118.050

FOR BRIEFING STRIP INFORMATION AND NOTES SEE FINAL APPOACH CHARTS

1 AFTER WAYPOINT BEGIN, REFER INSTRUMENT APPROACH 21-6, 22-6 CHARTS

5300 MSA ARP

(IAF) EGURI MANDATORY 230 KT FL130

KK894 10000

KK887 7000

(IAF) MESUP MANDATORY 230 KT MANDATORY 8000

KK893 MANDATORY 210 KT 7000

(IF) BEGIN MANDATORY 185 KT MANDATORY 2500

KK892 5000

KK888 MANDATORY 210 KT 5000

EGUMU MANDATORY 2500

KK889 MANDATORY 2500

KK89~ MANDATORY 2500

KK891 3500

(IAF) SULDI MANDATORY 210 KT MANDATORY 6000

MALAYSIA INDONESIA

02-50 02-40 02-30 02-20 02-10

101-30 101-40 101-50 102-00

CHANGES: Refer instrument approach note.

WMKK/KUL JEPPESEN KUALA LUMPUR, MALAYSIA

KUALA LUMPUR INTL-SEPANG 29 OCT 21 (21-1)

ILS or LOC Rwy 14L

BRIEFING STRIP™

ATIS	LUMPUR Radar (APP)			LUMPUR Tower Rwy 14L/32R	Ground
128.050	118.650	120.350	135.750	118.8	121.650

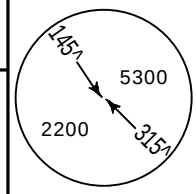
LOC IEL	Final Apch Crs	D14.0 IEL	ILS DA(H)	Apt Elev 69' / Rwy 54'
108.5	146^	4500' (4446')	300' (246')	

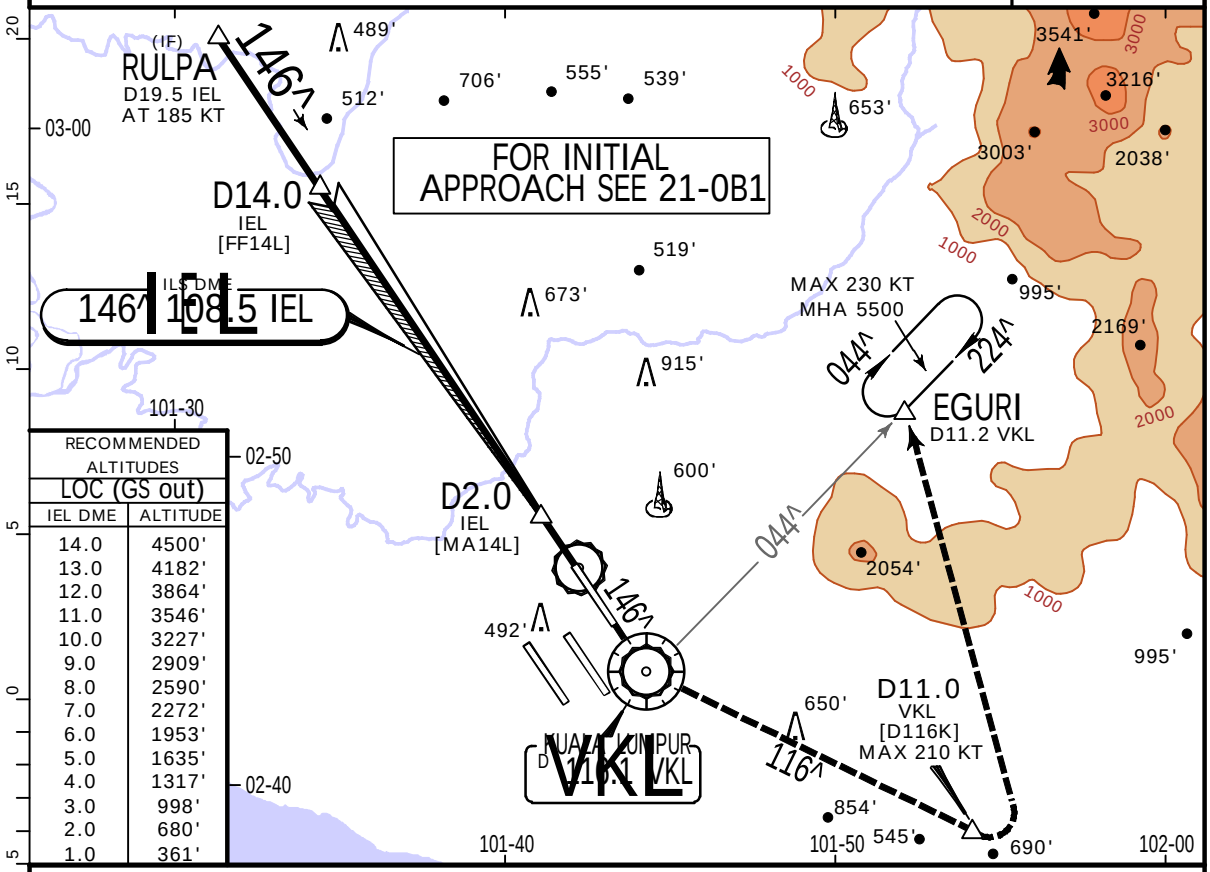
MISSED APCH: At MAP climb to 5500' on track 146^ to VKL VOR then turn LEFT on outbound VKL VOR R-116 until D11.0 VKL before turn LEFT to EGURI and hold or as directed by ATC.

CAUTION: MAX 210 KT until crossing D11.0 VKL.

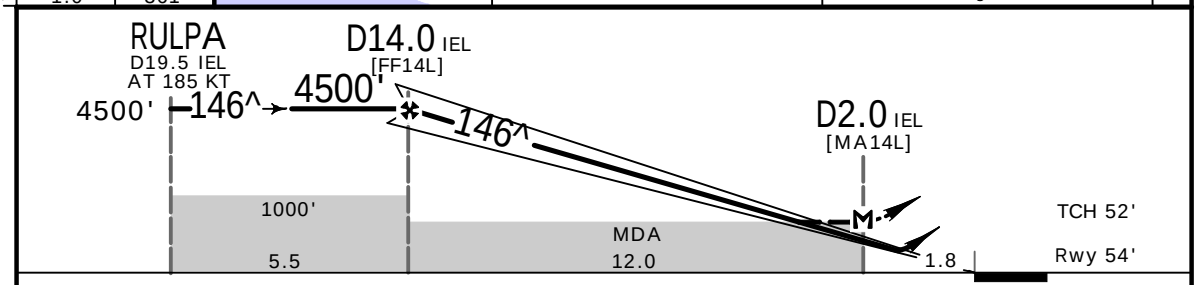
Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL130 | Trans alt: 11000'

MSA VKL VOR





RECOMMENDED ALTITUDES LOC (GS out)	
IEL DME	ALTITUDE
14.0	4500'
13.0	4182'
12.0	3864'
11.0	3546'
10.0	3227'
9.0	2909'
8.0	2590'
7.0	2272'
6.0	1953'
5.0	1635'
4.0	1317'
3.0	998'
2.0	680'
1.0	361'



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849
MAP at D2.0 IEL							
D14.0 IEL to MAP	12.0	10:17	8:00	7:12	6:00	5:09	4:30

ALSF-II PAPI PAPI

5500' on 146^

VKL 116.1

.Std. STRAIGHT-IN LANDING

ILS			LOC (GS out)	
DA(H) 300' (246')			CDFA 2 DA/MDA(H) 500' (446')	
FULL	TDZ or CL out	ALS out		ALS out
A B C D: R550m	1 R550m	R1300m	R1400m	R1500m / R2100m

PANS OPS

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.

2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: None.

WMKK/KUL JEPPESEN KUALA LUMPUR, MALAYSIA

KUALA LUMPUR INTL-SEPANG 29 OCT 21 (21-2)

ILS or LOC Rwy 14R

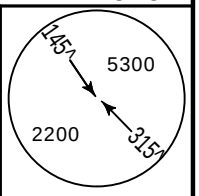
BRIEFING STRIP ™

ATIS	LUMPUR Radar (APP)			LUMPUR Tower Rwy 14R/32L	Ground	
128.050	118.650	120.350	135.750	118.5	121.8	122.525

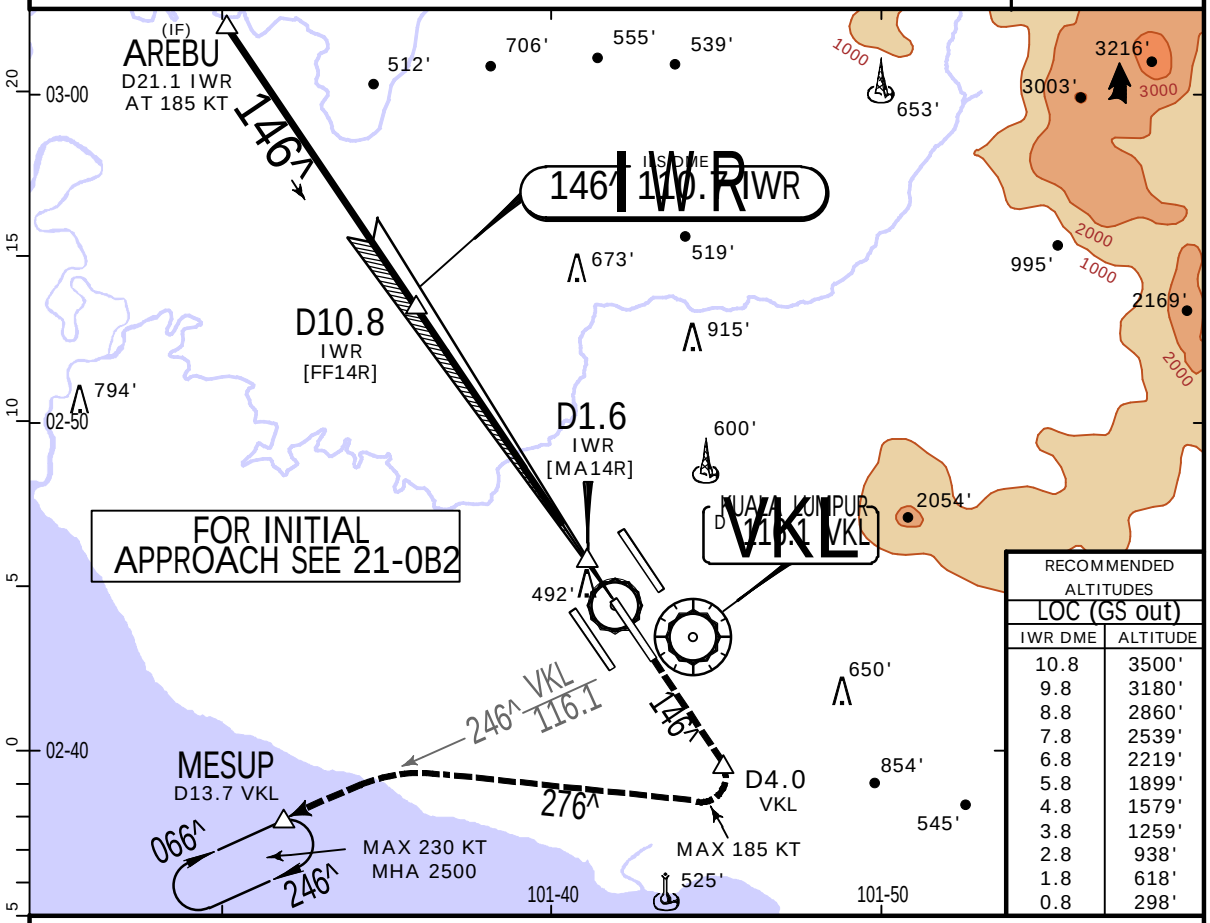
LOC IWR	Final Apch Crs	D10.8 IWR MANDATORY	ILS DA(H)	Apt Elev 69' Rwy 54'
110.7	146^	3500' (3446')	300' (246')	

MISSED APCH: At MAP climb 2500' on track 146^, on passing D4.0 VKL turn RIGHT on track 276^ to intercept outbound VKL VOR R-246 to MESUP and hold or as directed by ATC. CAUTION: MAX 185 KT until MESUP.

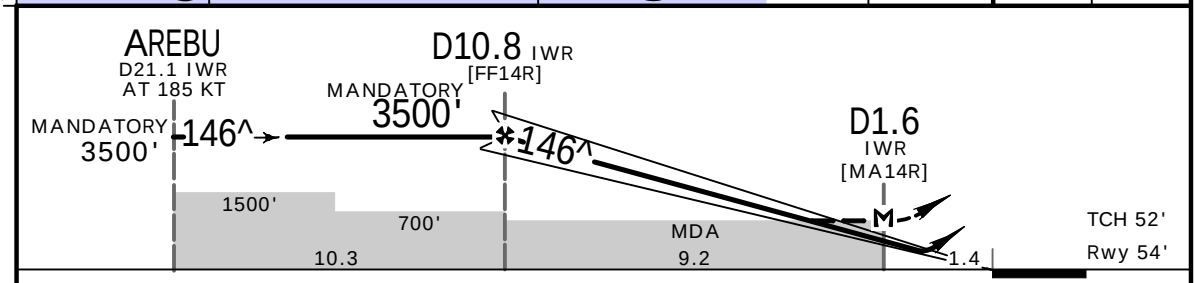
Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL130 | Trans alt: 11000'



MSA VKL VOR



RECOMMENDED ALTITUDES LOC (GS out)	
IWR DME	ALTITUDE
10.8	3500'
9.8	3180'
8.8	2860'
7.8	2539'
6.8	2219'
5.8	1899'
4.8	1579'
3.8	1259'
2.8	938'
1.8	618'
0.8	298'



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849
MAP at D1.6 IWR							
D10.8 IWR to MAP	9.2	7:53	6:08	5:31	4:36	3:57	3:27

ALSF-II PAPI | 2500' on 146^ | passing D4.0 VKL | 276^ RT

.Std. STRAIGHT-IN LANDING

ILS DA(H) 300' (246')			LOC (GS out) CDFA 2 DA/MDA(H) 650' (596')	
FULL	TDZ or CL out	ALS out		ALS out
A B C D: R550m	1 R550m	R1300m	R1500m	
			R2000m	R2400m

PANS OPS

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: PAPI-L.

WMKK/KUL JEPPESEN KUALA LUMPUR, MALAYSIA

KUALA LUMPUR INTL-SEPANG 29 OCT 21 (21-3)

ILS or LOC Rwy 15

BRIEFING STRIP™

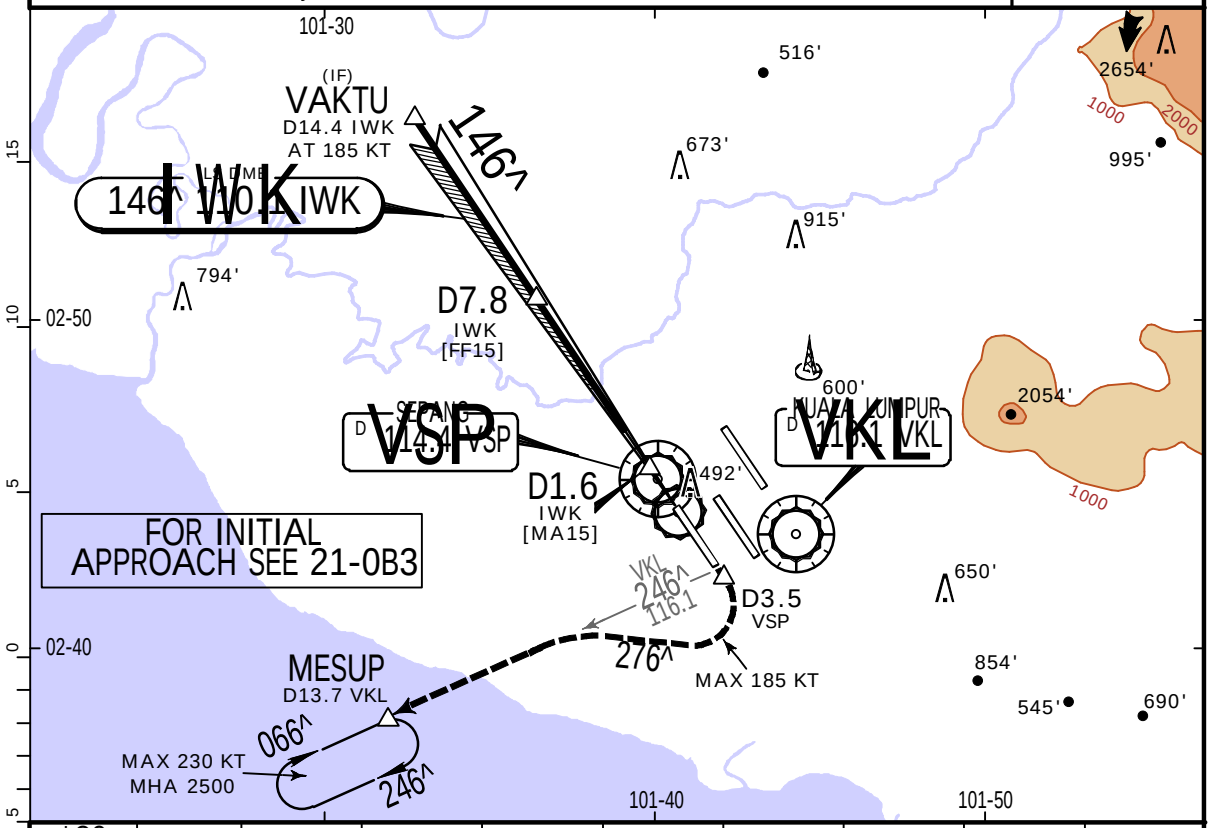
ATIS	LUMPUR Radar (APP)			LUMPUR Tower Rwy 15/33	Ground
128.050	124.2	119.450	125.1	119.8	118.050

LOC IWK	Final Apch Crs	D7.8 IWK MANDATORY	ILS DA(H)	Apt Elev 69' Rwy 28'
110.1	146^	2500' (2472')	233' (205')	

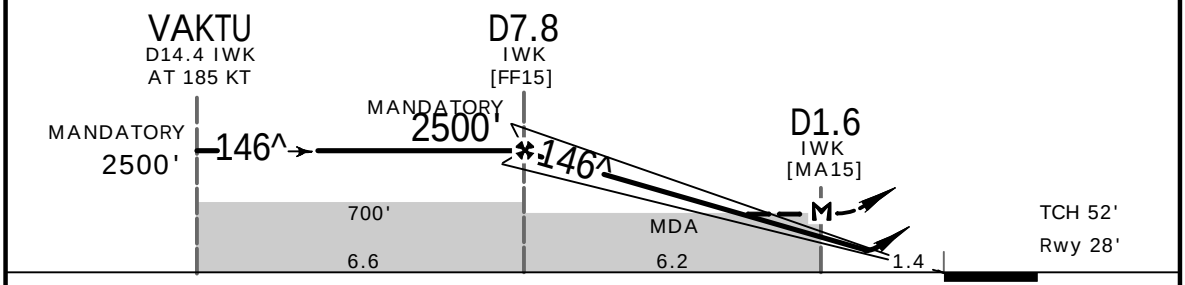
MISSED APCH: At MAP, climb 2500' on track 146^, passing D3.5 VSP turn RIGHT on track 276^ to intercept outbound VKL VOR R-246 to MESUP and hold or as directed by ATC. CAUTION: MAX 185 KT until MESUP.

MSA VKL VOR: 145^–5300, 2200–315^

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL130 | Trans alt: 11000'



LOC (GS out)	IWK DME	7.8	6.8	5.8	4.8	3.8	2.8	1.8	0.8
	ALTITUDE	2500'	2180'	1862'	1543'	1225'	907'	588'	270'



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849
MAP at D1.6 IWK							
D7.8 IWK to MAP	6.2	5:19	4:08	3:43	3:06	2:39	2:20

HIALS PAPI | 2500' on 146^ | passing D3.5 VSP | 276^ RT

.Std. STRAIGHT-IN LANDING

ILS DA(H) 233' (205')		LOC (GS out) CDFA 2 DA/MDA(H) 580' (552')	
FULL	ALS out		ALS out
A, B, C, D: 1 R550m	R1200m	R1500m	
		R1800m	R2400m

PANS OPS

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: PAPI-R.

WMKK/KUL

KUALA LUMPUR INTL-SEPANG

JEPPESEN

29 OCT 21 (21-4)

KUALA LUMPUR, MALAYSIA

ILS or LOC Rwy 32L

BRIEFING STRIP ™

ATIS	LUMPUR Radar (APP)			LUMPUR Tower Rwy 14R/32L	Ground	
128.050	124.650	118.650	135.750	118.5	121.8	122.525

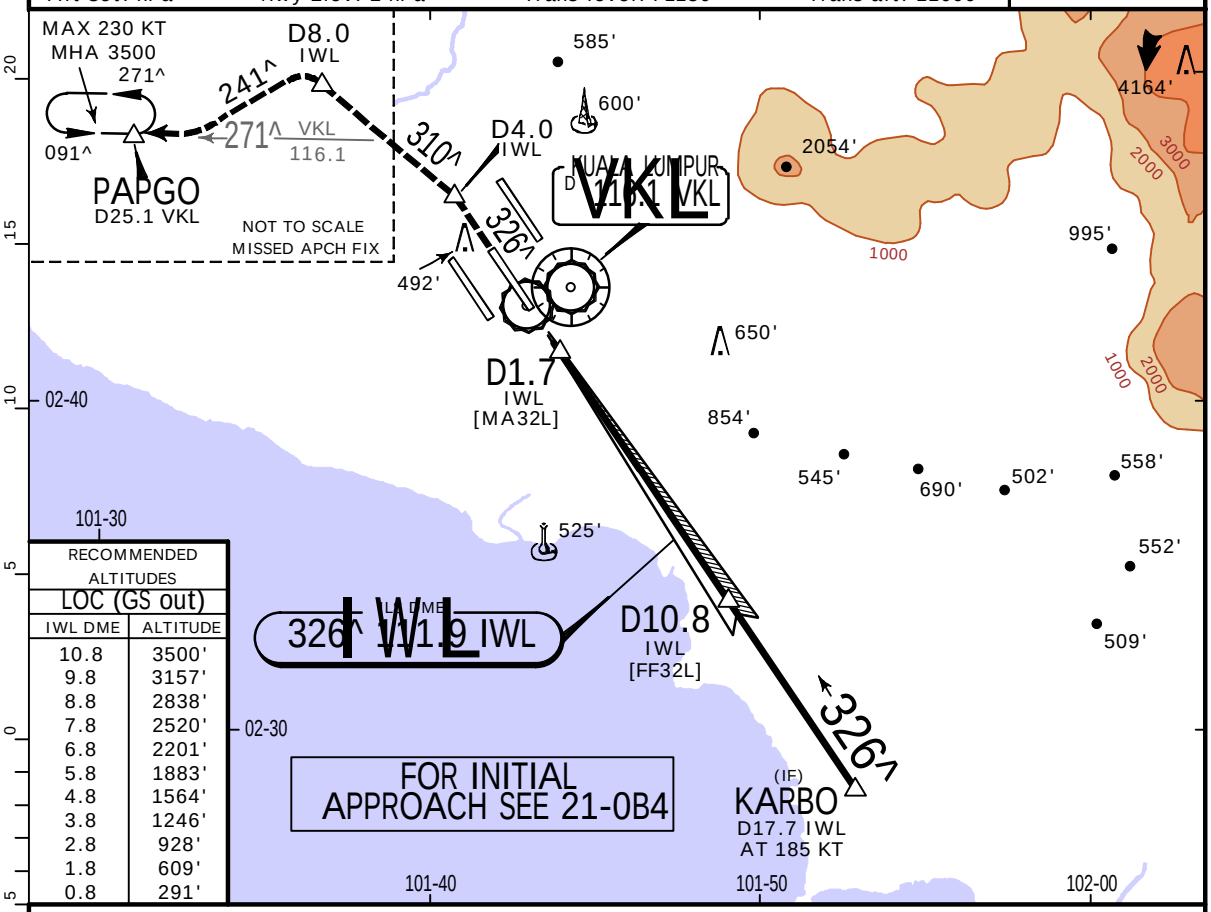
LOC IWL	Final Apch Crs	D10.8 IWL MANDATORY	ILS DA(H)	Apt Elev 69' Rwy 48'
111.9	326^	3500' (3452')	288' (240')	

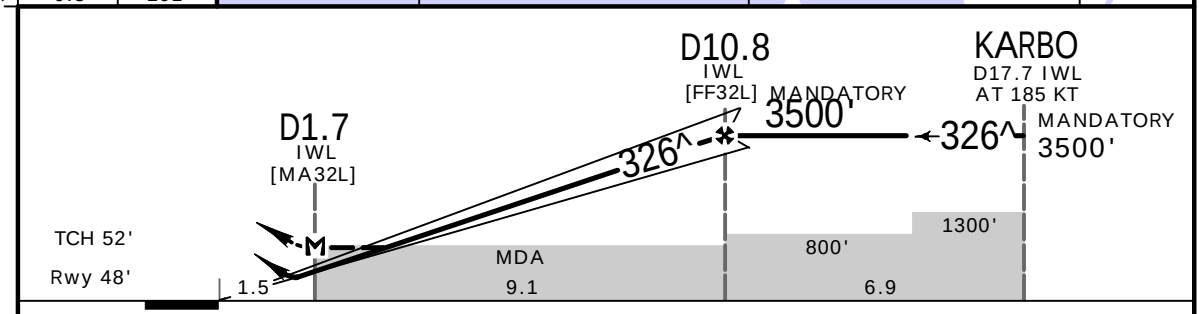
MISSED APCH: At MAP, climb to 3500' on track 326^ until D4.0 IWL then turn LEFT on track 310^. At D8.0 IWL, turn LEFT on track 241^ to intercept outbound VKL VOR R-271 to PAPGO and hold or as directed by ATC.

MSA VKL VOR

145^ 5300 2200 315^

Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL130 | Trans alt: 11000'





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849
MAP at D1.7 IWL							
D10.8 IWL to MAP	9.1	7:48	6:04	5:28	4:33	3:54	3:25

ALSF-II PAPI PAPI 3500' on 326^ D4.0 IWL 310^ LT

.Std. STRAIGHT-IN LANDING

	ILS DA(H) 288' (240')			LOC (GS out) CDFA 2 DA/MDA(H) 570' (522')	
	FULL	TDZ or CL out	ALS out		ALS out
A	R550m	1 R550m	R1200m	R1500m	
B					
C				R1700m	R2400m
D					

PANS OPS

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: None.

WMKK/KUL KUALA LUMPUR, MALAYSIA

JEPPESEN

KUALA LUMPUR INTL-SEPANG 29 OCT 21 (21-5)

ILS or LOC Rwy 32R

BRIEFING STRIP ™

ATIS	LUMPUR Radar (APP)			LUMPUR Tower Rwy 14L/32R	Ground
128.050	121.250	120.350	135.750	118.8	121.650

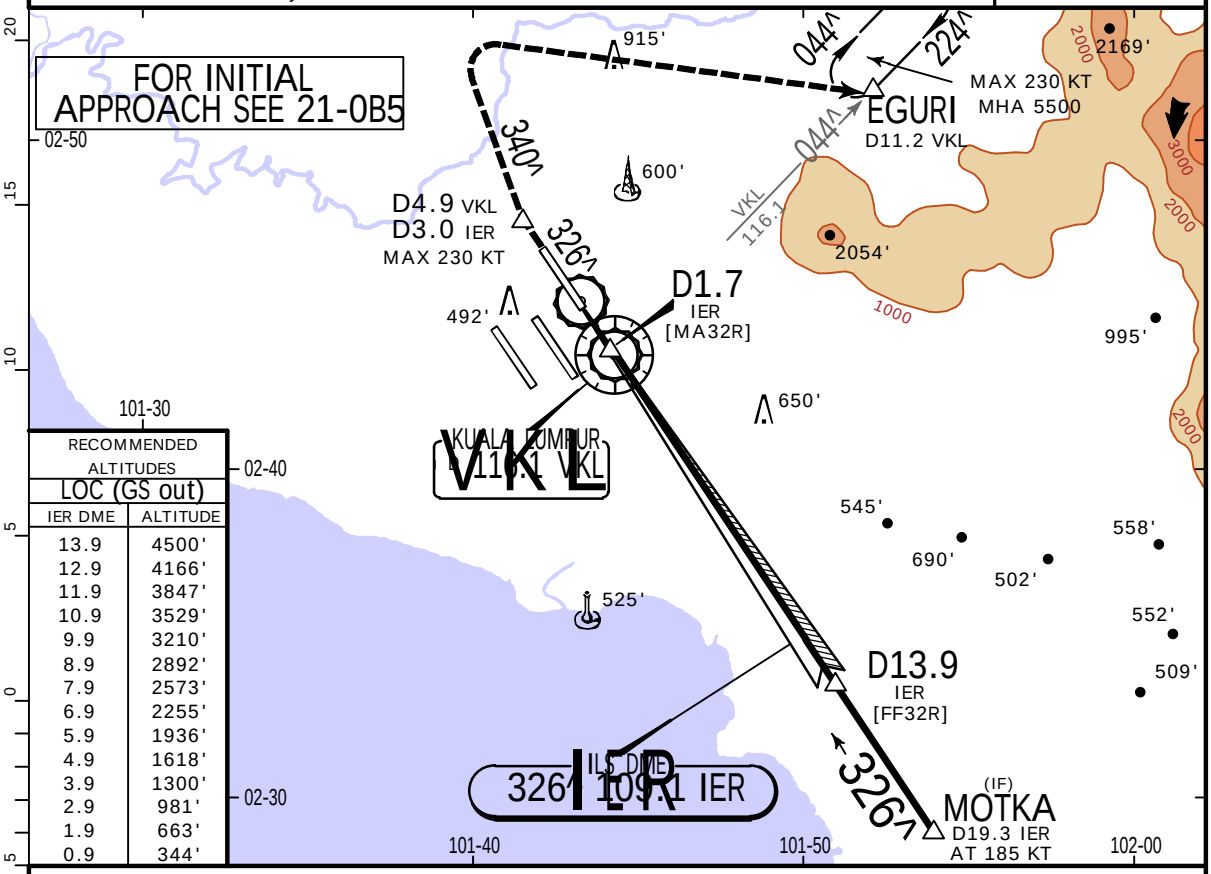
LOC IER	Final Apch Crs	D13.9 IER	ILS DA(H)	Apt Elev 69'
109.1	326^	4500' (4431')	300' (231')	Rwy 69'

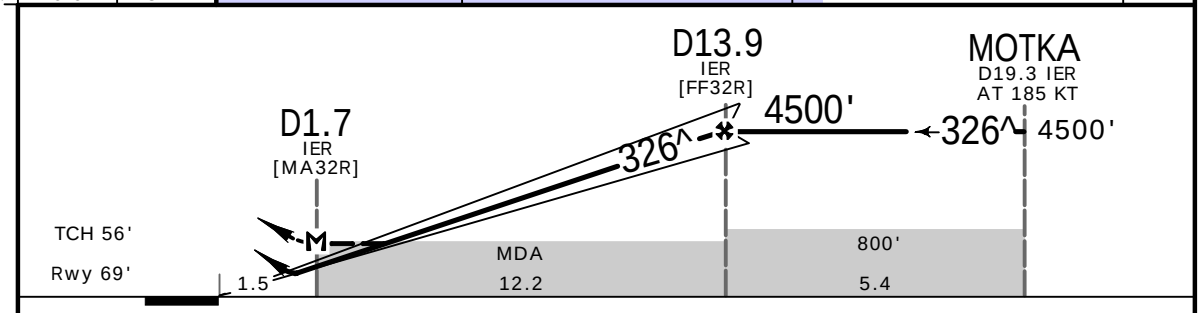
MISSED APCH: At MAP climb to 5500' on track 326^. At D4.9 VKL (D3.0 IER) turn RIGHT on track 340^. After passing 2000', turn RIGHT to EGURI and hold or as directed by ATC.
CAUTION: Max 230 KT until crossing D4.9 VKL.

MSA VKL VOR

145^ 5300 2200 315^

Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: FL130	Trans alt: 11000'





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849
MAP at D1.7 IER							
D13.9 IER to MAP	12.2	10:27	8:08	7:19	6:06	5:14	4:35

ALSF-II	5500'	on 326^	D4.9 VKL	340^ RT
PAPI PAPI				

.Std. STRAIGHT-IN LANDING

	ILS DA(H) 300' (231')			LOC (GS out) CDFA 2 DA/MDA(H) 600' (531')	
	FULL	TDZ or CL out	ALS out		ALS out
A	R550m	1 R550m	R1200m	R1500m	
B					
C				R1700m	R2400m
D					

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

PANS OPS

CHANGES: None.

WMKK/KUL

JEPPESEN

KUALA LUMPUR, MALAYSIA

KUALA LUMPUR INTL-SEPANG

29 OCT 21 (21-6)

ILS or LOC Rwy 33

BRIEFING STRIP ™

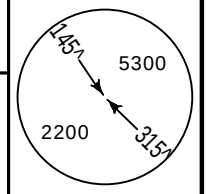
ATIS	LUMPUR Radar (APP)			LUMPUR Tower Rwy 15/33	Ground
128.050	125.850	119.450	125.1	119.8	118.050

LOC IWM	Final Apch Crs	D7.8 IWM MANDATORY	ILS DA(H)	Apt Elev 69' Rwy 28'
111.5	326^	2500' (2472')	424' (396')	

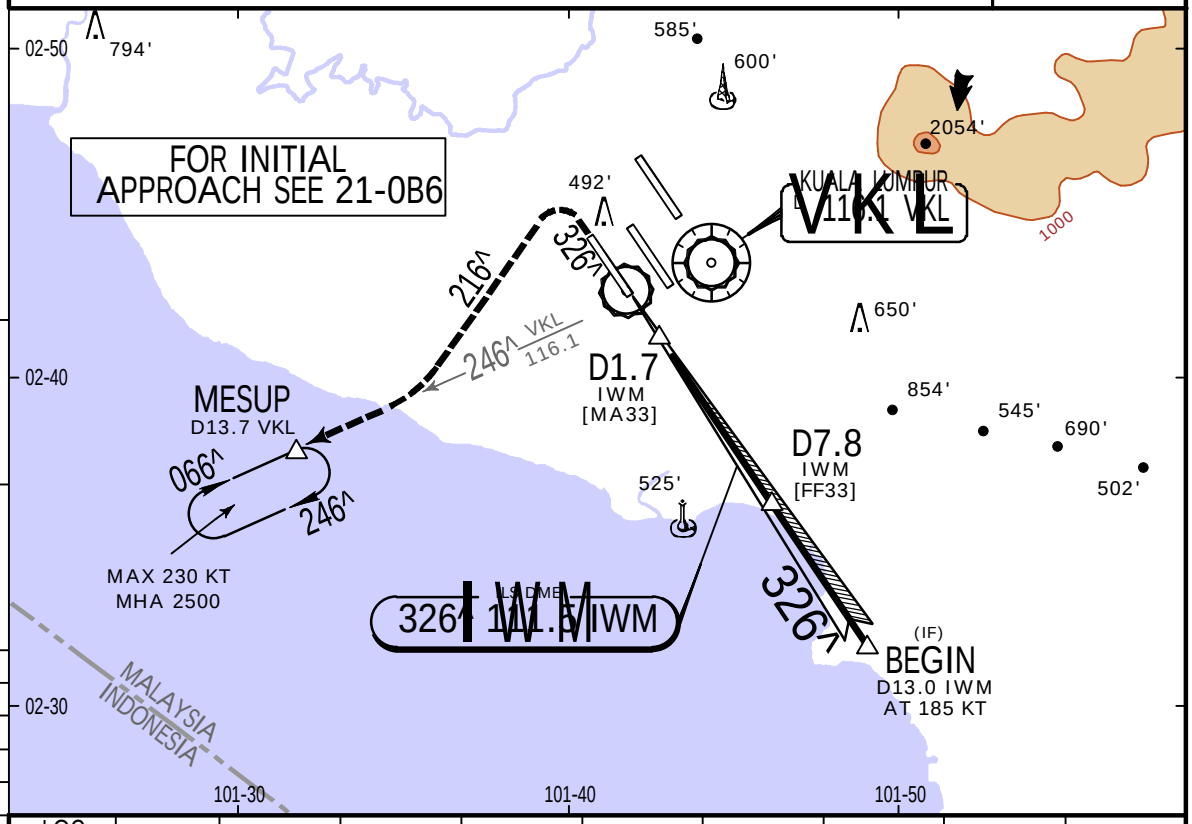
MISSED APCH: At MAP, climb to 2500' on track 326^, turn LEFT on track 216^ to intercept outbound VKL VOR R-246 to MESUP and hold or as directed by ATC.

CAUTION: No turning before Thr, Max 210 KT until intercept outbound VKL VOR R-246.

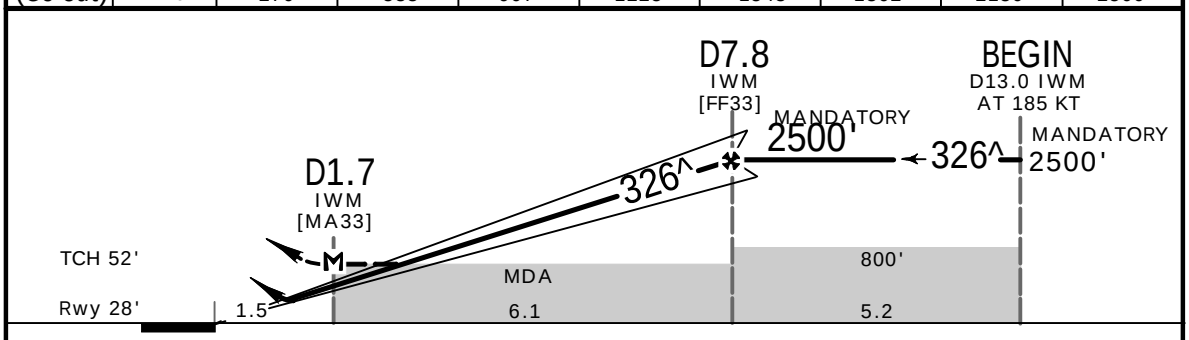
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL130	Trans alt: 11000'



MSA VKL VOR



LOC (GS out)	IWM DME	0.8	1.8	2.8	3.8	4.8	5.8	6.8	7.8
	ALTITUDE	270'	588'	907'	1225'	1543'	1862'	2180'	2500'



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849
MAP at D1.7 IWM							
D7.8 IWM to MAP	6.1	5:14	4:04	3:40	3:03	2:37	2:17

HIALS PAPI 2500' on 326^ LT 216^

.Std.

STRAIGHT-IN LANDING

ILS DA(H) 424' (396')		LOC (GS out) CDFA 1 DA/MDA(H) 500' (472')	
FULL	ALS out		ALS out
A, B, C, D: R1100m	R1500m / R1800m	R1500m	R1500m / R2200m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: PAPI-L.

WMKK/KUL KUALA LUMPUR, MALAYSIA

JEPPESEN

KUALA LUMPUR INTL - SEPANG

2 SEP 22 .Eff.8.Sep. 22-1

RNP Y Rwy 14L

BRIEFING STRIP™

ATIS	LUMPUR Radar (APP)			LUMPUR Tower Rwy 14L/32R	Ground
128.050	118.650	120.350	135.750	118.8	121.650

RNAV	Final Apch Crs 146^	KK95~ 4500' (4446')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 69' Rwy 54'

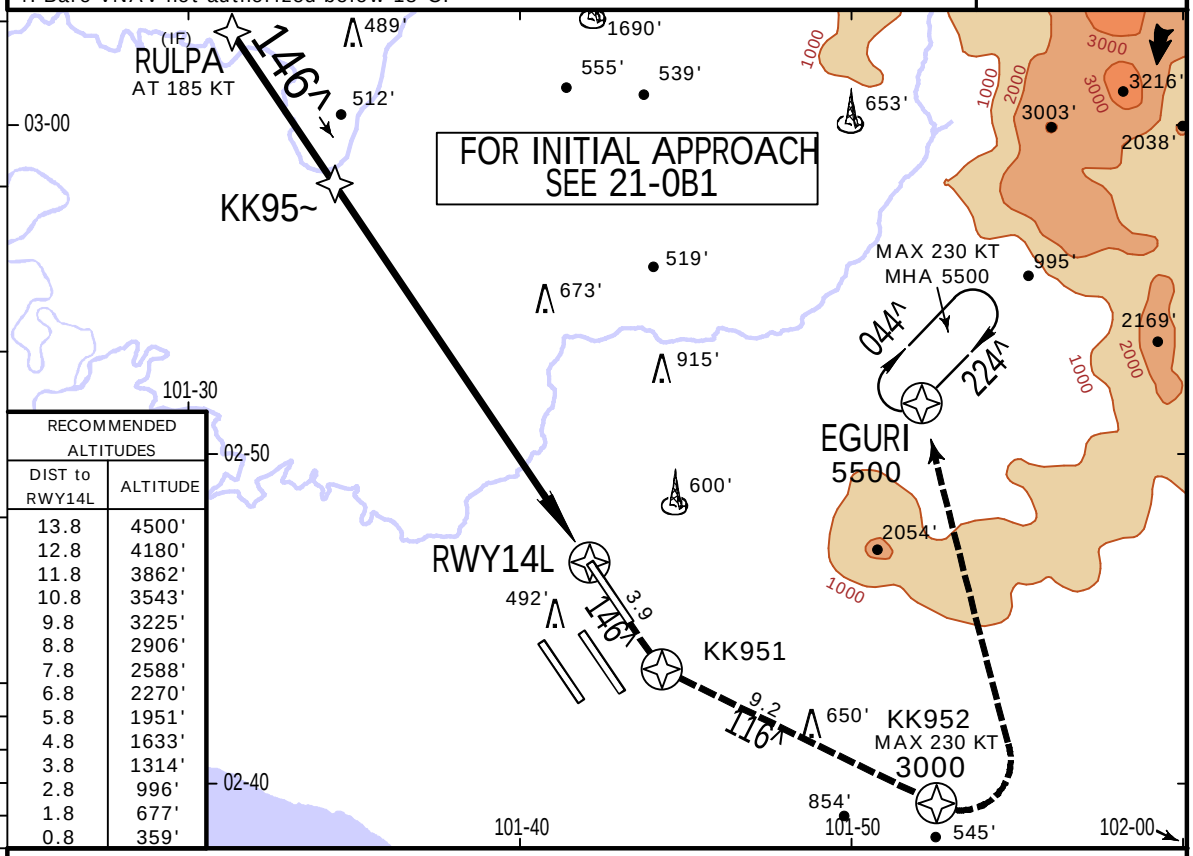
MISSED APCH: At MAP track 146^ to KK951 climb to 5500'. Intercept track 116^ to KK952, then turn LEFT to EGURI and hold or as directed by ATC. CAUTION: Max 230 KT until crossing KK952. Missed apch climb gradient 3.0% until passing 5500'. Refer to minimums for missed apch climb gradient.

RNP Apch	Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: FL130	Trans alt: 11000'

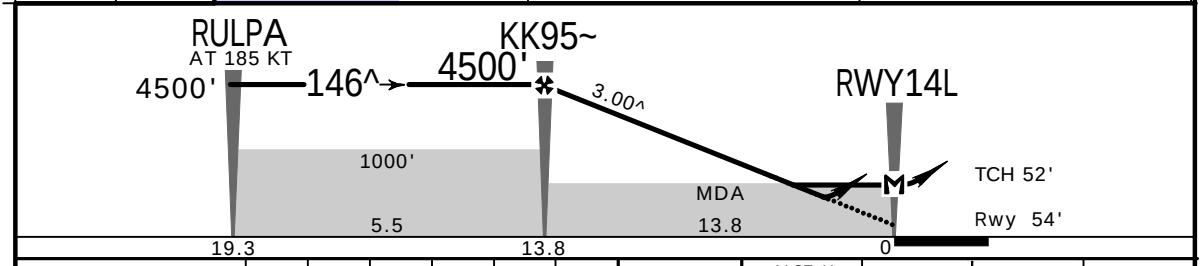
1. GNSS required. 2. Local altimeter setting required. 3. VPA and PAPI not coincident. 4. Baro VNAV not authorized below 18^C.

5300

MSA ARP



RECOMMENDED ALTITUDES	
DIST to RWY14L	ALTITUDE
13.8	4500'
12.8	4180'
11.8	3862'
10.8	3543'
9.8	3225'
8.8	2906'
7.8	2588'
6.8	2270'
5.8	1951'
4.8	1633'
3.8	1314'
2.8	996'
1.8	677'
0.8	359'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00^	372	478	531	637	743	849
MAP at RWY14L							
KK95~ to MAP	13.8	11:50	9:12	8:17	6:54	5:55	5:11

ALSF-II PAPI PAPI

5500' on 146^ KK951

STRAIGHT-IN LANDING

.Std.

	LNAV/VNAV		LNAV	
	1 Missed apch climb gradient 3.0%	Missed apch climb gradient 2.5%	1 Missed apch climb gradient 3.0%	Missed apch climb gradient 2.5%
	DA(H) 440' (386')	DA(H) 840' (786')	CDFA 2 DA/MDA(H) 590' (536')	CDFA 2 DA/MDA(H) 1100' (1046')
	ALS out	ALS out	ALS out	ALS out
A	R1100m	R1500m	R1500m	R1500m	R1500m
B					
C		R1800m	R2400m	R1700m	R2400m	R2400m
D					

PANS OPS

1 If unable to maintain a 3.0% missed apch climb gradient, use LNAV or LNAV/VNAV 2.5% minimums.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Procedure title, temperature note.

WMKK/KUL KUALA LUMPUR, MALAYSIA

JEPPESEN 2 SEP 22 22-2

KUALA LUMPUR INTL - SEPANG .Eff.8.Sep. RNP Y Rwy 14R

BRIEFING STRIP ™

ATIS	LUMPUR Radar (APP)			LUMPUR Tower Rwy 14R/32L	Ground	
128.050	118.650	135.750	120.350	118.5	121.8	122.525

RNAV	Final Apch Crs	KK953 MANDATORY	LNAV/VNAV DA(H)	Apt Elev 69' Rwy 54'
	146^	3500' (3446')	630' (576')	

MISSED APCH: At MAP maintain track 146^ to KK954 climb to 2500'. At KK954, turn RIGHT to MESUP and hold at MESUP or as directed by ATC. CAUTION: Max 210 KT until crossing KK954.

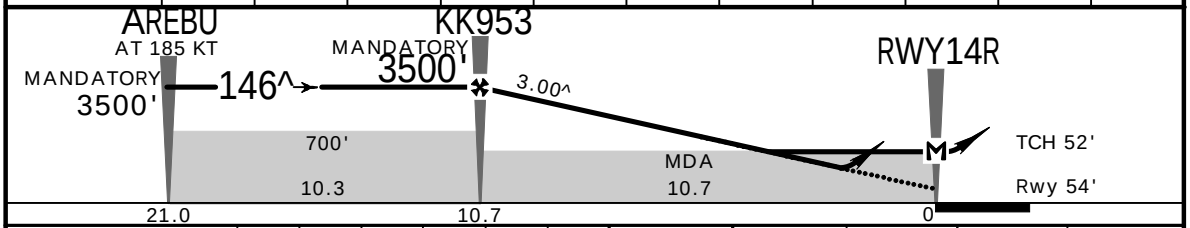
RNP Apch	Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: FL130	Trans alt: 11000'

1. GNSS required. 2. Local altimeter setting required. 3. VPA and PAPI not coincident. 4. Baro VNAV not authorized below 18^C.

5300

MSA ARP

DIST to RWY14R	10.7	9.7	8.7	7.7	6.7	5.7	4.7	3.7	2.7	1.7	0.7
ALTITUDE	3500'	3183'	2864'	2546'	2228'	1909'	1591'	1272'	954'	635'	317'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00^	372	478	531	637	743	849
MAP at RWY14R							
KK953 to MAP	10.7	9:10	7:08	6:25	5:21	4:35	4:01

ALSF-II PAPI 2500' on 146^ KK954

.Std. STRAIGHT-IN LANDING

	LNAV/VNAV		LNAV CDFA	
	DA(H) 630' (576')		1 DA/MDA(H) 670' (616')	
	ALS out		ALS out	
A B	R1500m		R1500m	
C	R1900m	R2400m	R2100m	R2400m
D				

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Procedure title, temperature note.

WMKK/KUL KUALA LUMPUR, MALAYSIA

JEPPESEN

KUALA LUMPUR INTL - SEPANG

2 SEP 22 .Eff.8.Sep. 22-3

RNP Y Rwy 15

BRIEFING STRIP™

ATIS	LUMPUR Radar (APP)			LUMPUR Tower Rwy 15/33	Ground
128.050	119.450	124.2	125.1	119.8	118.050

RNAV	Final Apch Crs	KK955 MANDATORY	LNAV/VNAV DA(H)	Apt Elev 69'
	146^	2500' (2472')	560' (532')	Rwy 28'

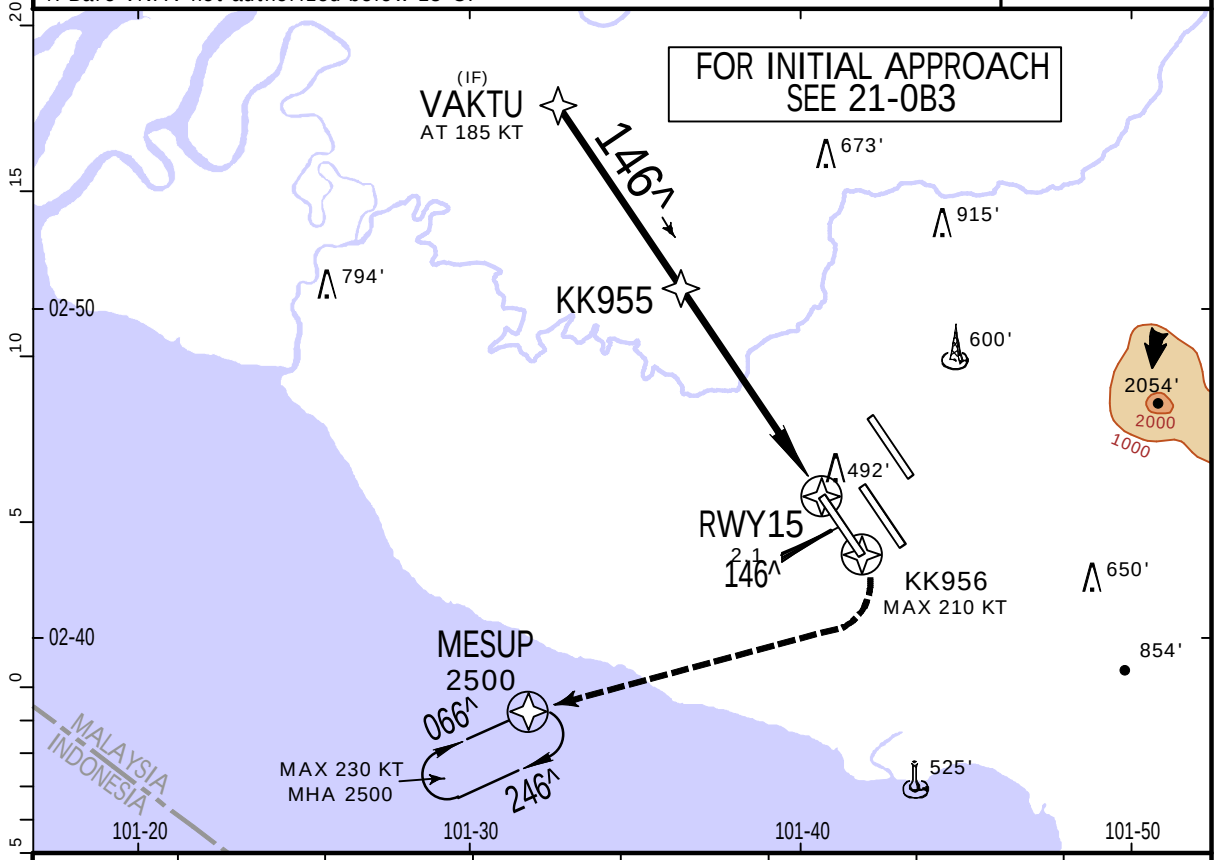
MISSED APCH: At MAP maintain track 146^ to KK956 climb to 2500'.
At KK956 turn RIGHT to MESUP and hold or as directed by ATC.
CAUTION: Max 210 KT until crossing KK956.

RNP Apch	Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL130	Trans alt: 11000'

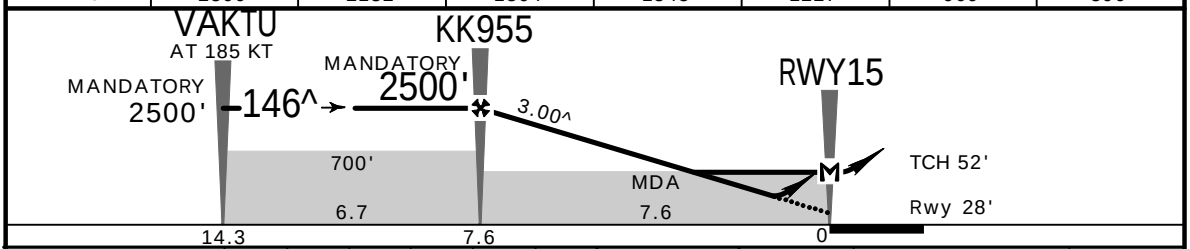
1. GNSS required. 2. Local altimeter setting required. 3. VPA and PAPI not coincident.
4. Baro VNAV not authorized below 18^C.

5300

MSA ARP



DIST to RWY15	7.6	6.6	5.6	4.6	3.6	2.6	1.6
ALTITUDE	2500'	2182'	1864'	1545'	1227'	909'	590'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00^	372	478	531	637	743	849
MAP at RWY15							
KK955 to MAP	7.6	6:31	5:04	4:34	3:48	3:15	2:51

HIALS PAPI 2500' on 146^ KK956

.Std. STRAIGHT-IN LANDING

	LNAV/VNAV		LNAV	
	DA(H) 560' (532')		CDFA 1 DA/MDA(H) 650' (622')	
	ALS out		ALS out	
A	R1500m		R1500m	
B				
C	R1700m	R2400m	R2200m	R2400m
D				

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Procedure title, temperature note.

WMKK/KUL KUALA LUMPUR, MALAYSIA

JEPPESEN 2 SEP 22 (22-4)

KUALA LUMPUR INTL - SEPANG .Eff.8.Sep.

RNP Y Rwy 32L

BRIEFING STRIP ™

ATIS	LUMPUR Radar (APP)			LUMPUR Tower Rwy 14R/32L	Ground	
128.050	124.650	118.650	135.750	118.5	121.8	122.525

RNAV	Final Apch Crs	KK96~ MANDATORY	LNAV/VNAV DA(H)	Apt Elev 69' Rwy 48'
	326^	3500' (3452')	530' (482')	

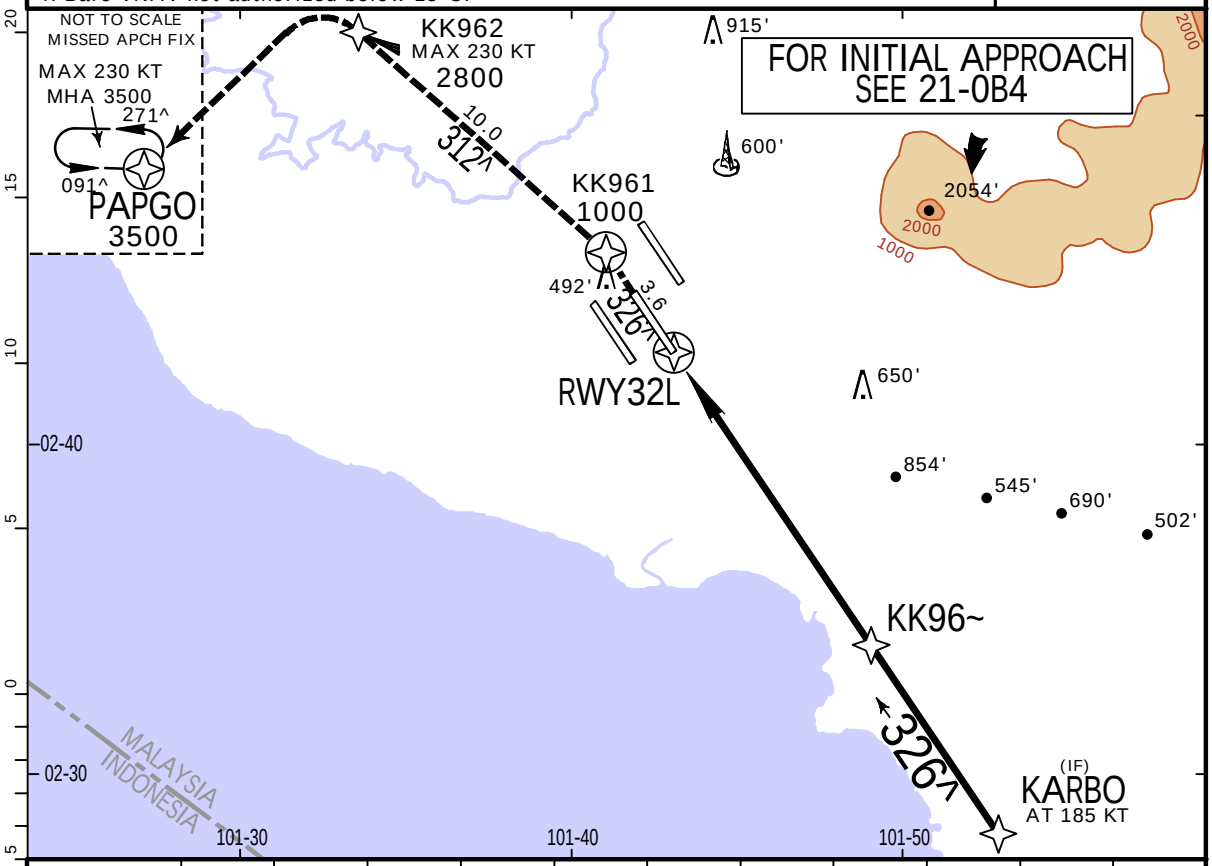
MISSED APCH: At MAP track 326^ to KK961 climb to 3500'. Then track 312^ to KK962, then turn LEFT to PAPGO and hold or as directed by ATC. CAUTION: Max 230 KT until crossing KK962.

RNP Apch	Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: FL130	Trans alt: 11000'

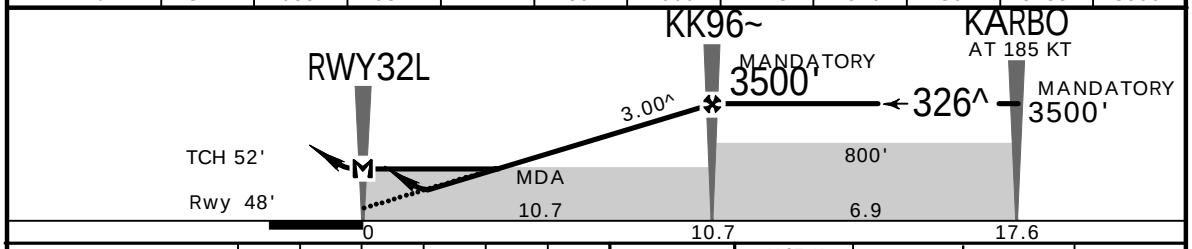
1. GNSS required. 2. Local altimeter setting required. 3. VPA and PAPI not coincident. 4. Baro VNAV not authorized below 18^C.

5300

MSA ARP



DIST to RWY32L	0.7	1.7	2.7	3.7	4.7	5.7	6.7	7.7	8.7	9.7	10.7
ALTITUDE	317'	635'	954'	1272'	1591'	1909'	2228'	2546'	2864'	3183'	3500'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00^	372	478	531	637	743	849
MAP at RWY32L							
KK96~ to MAP	10.7	9:10	7:08	6:25	5:21	4:35	4:01

ALSF-II PAPI PAPI

3500' on 326^ KK961

.Std. STRAIGHT-IN LANDING

	LNAV/VNAV	LNAV
	DA(H) 530' (482')	CDFA 1 DA/MDA(H) 580' (532')
	ALS out	ALS out
A B	R1500m	R1500m
C D	R1500m / R2300m	R1700m / R2400m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Procedure title, temperature note.

WMKK/KUL KUALA LUMPUR, MALAYSIA

KUALA LUMPUR INTL - SEPANG

JEPPESEN 2 SEP 22 .Eff.8.Sep. 22-5

RNP Y Rwy 32R

BRIEFING STRIP™

ATIS	LUMPUR Radar (APP)			LUMPUR Tower Rwy 14L/32R	Ground
128.050	121.250	120.350	135.750	118.8	121.650

RNAV	Final Apch Crs	KK957	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 69' Rwy 69'
	326^	4500' (4431')		

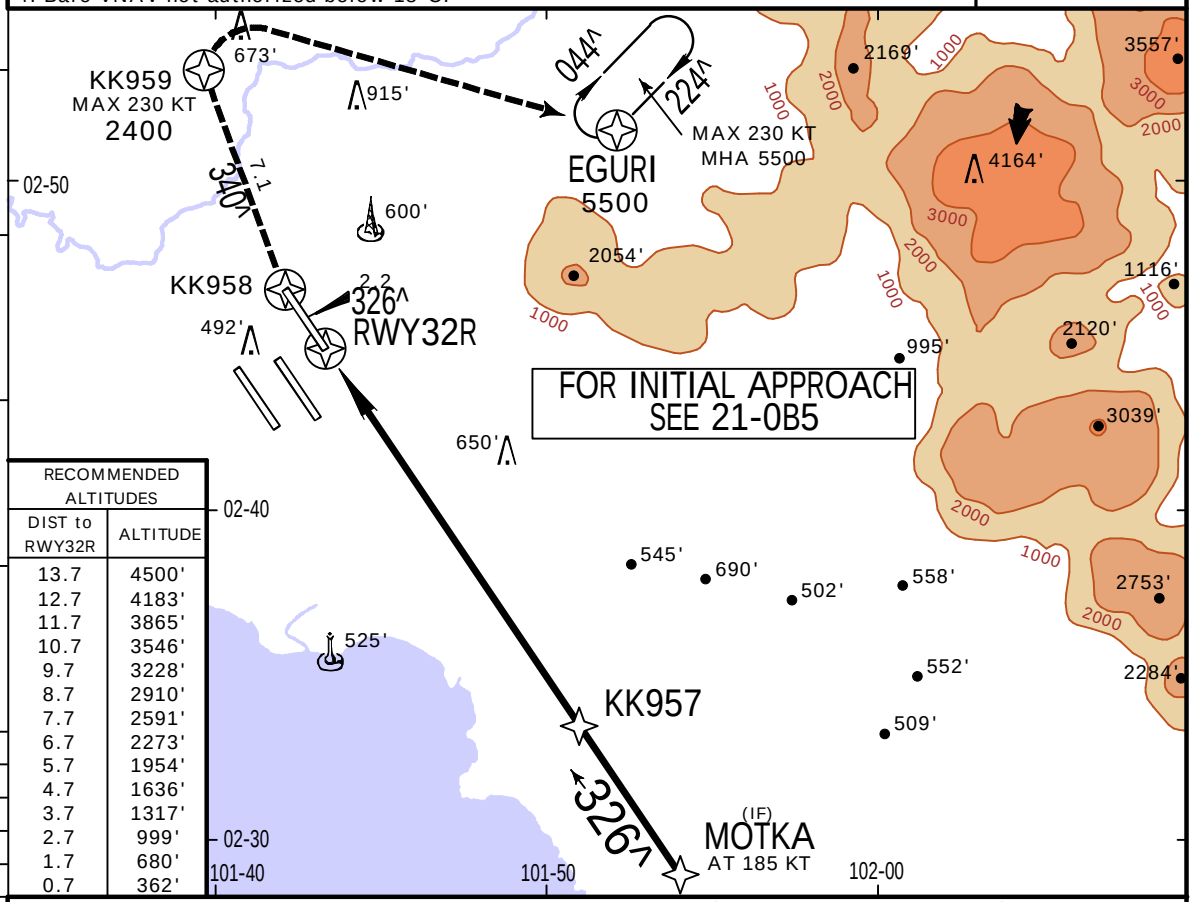
MISSED APCH: At MAP track 326^ to KK958 climb to 5500'. At KK958 turn RIGHT to KK959 then turn RIGHT to EGURI and hold or as directed by ATC. CAUTION: Max 230 KT until crossing KK959. Missed apch climb gradient 3.5% until passing 5500'. Refer to minimums for missed apch climb gradient.

RNP Apch	Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: FL130	Trans alt: 11000'

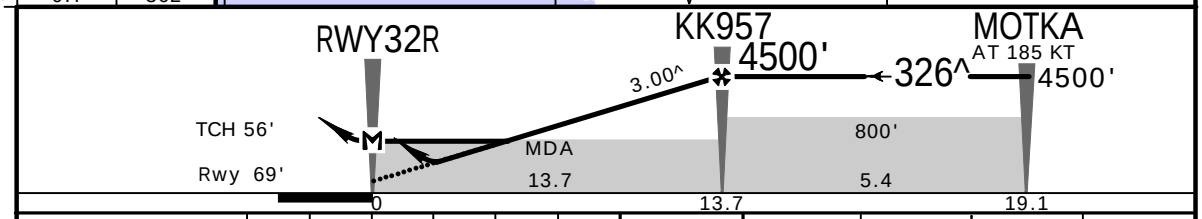
1. GNSS required. 2. Local altimeter setting required. 3. VPA and PAPI not coincident. 4. Baro VNAV not authorized below 18^C.

5300

MSA ARP



RECOMMENDED ALTITUDES	
DIST to RWY32R	ALTITUDE
13.7	4500'
12.7	4183'
11.7	3865'
10.7	3546'
9.7	3228'
8.7	2910'
7.7	2591'
6.7	2273'
5.7	1954'
4.7	1636'
3.7	1317'
2.7	999'
1.7	680'
0.7	362'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00^	372	478	531	637	743	849
MAP at RWY32R							
KK957 to MAP	13.7	11:45	9:08	8:13	6:51	5:52	5:08

ALSF-II PAPI PAPI

5500' on 326^ KK958

.Std. STRAIGHT-IN LANDING

LNAV/VNAV		LNAV	
1 Missed apch climb gradient 3.5%	Missed apch climb gradient 2.5%	1 Missed apch climb gradient 3.5%	Missed apch climb gradient 2.5%
DA(H) 430' (361')	DA(H) 1210' (1141')	2 DA/MDA(H) 600' (531') CDFA	2 DA/MDA(H) 1590' (1521') CDFA
ALS out	ALS out	ALS out	ALS out

PANS OPS

A	R1000m	R1500m	R1500m	R1500m	R1500m
B					
C		R1700m	R2400m	R1700m	R2400m
D					

1 If unable to maintain a 3.5% missed apch climb gradient, use LNAV or LNAV/VNAV 2.5% minimums.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Procedure title, temperature note.

WMKK/KUL KUALA LUMPUR, MALAYSIA

KUALA LUMPUR INTL - SEPANG

JEPPESEN 2 SEP 22 .Eff.8.Sep. 22-6

RNP Y Rwy 33

BRIEFING STRIP™

ATIS	LUMPUR Radar (APP)			LUMPUR Tower Rwy 15/33	Ground
128.050	119.450	125.850	125.1	119.8	118.050

RNAV	Final Apch Crs	KK963 MANDATORY	LNAV/VNAV DA(H)	Apt Elev 69' Rwy 28'
	326^	2500' (2472')	500' (472')	

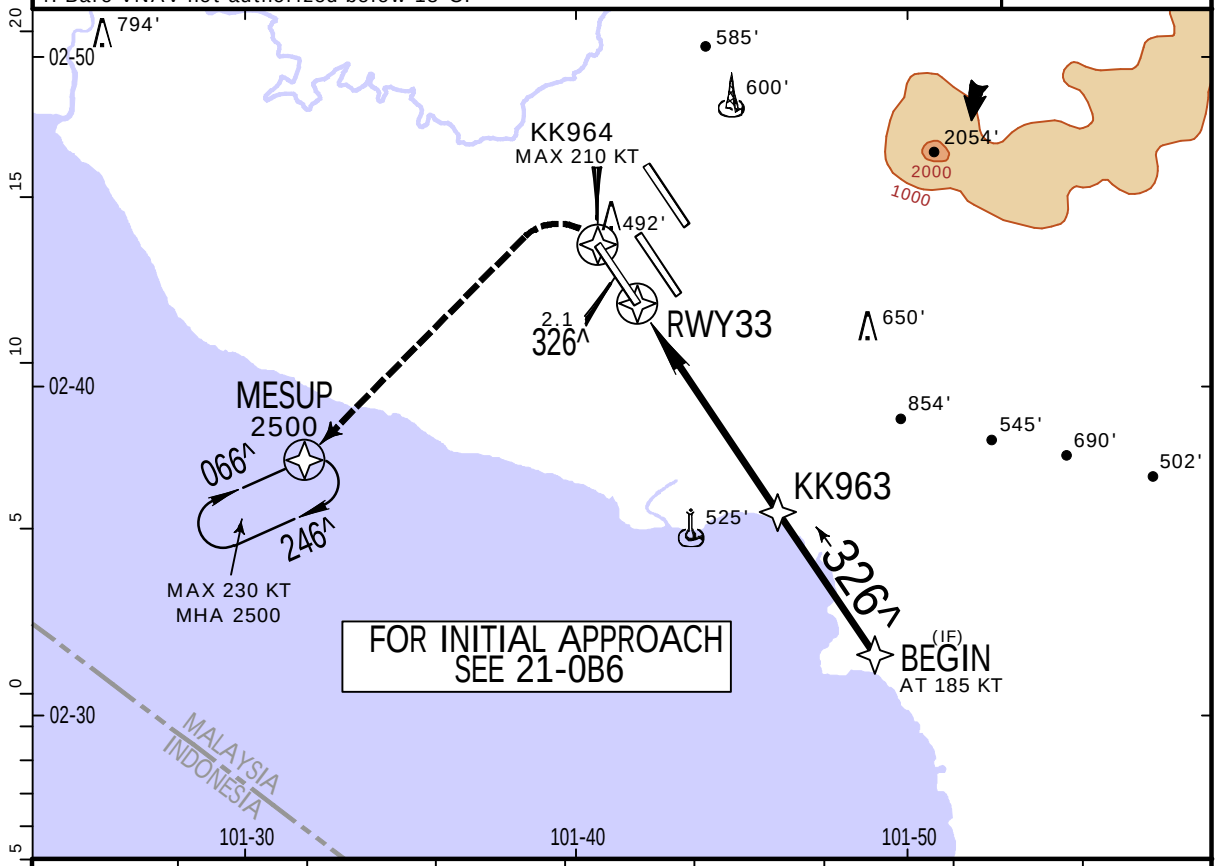
MISSED APCH: At MAP maintain track 326^ to KK964 climb to 2500'.
At KK964 turn LEFT to MESUP and hold or as directed by ATC.
CAUTION: Max 210 KT until crossing KK964.

RNP Apch	Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL130	Trans alt: 11000'

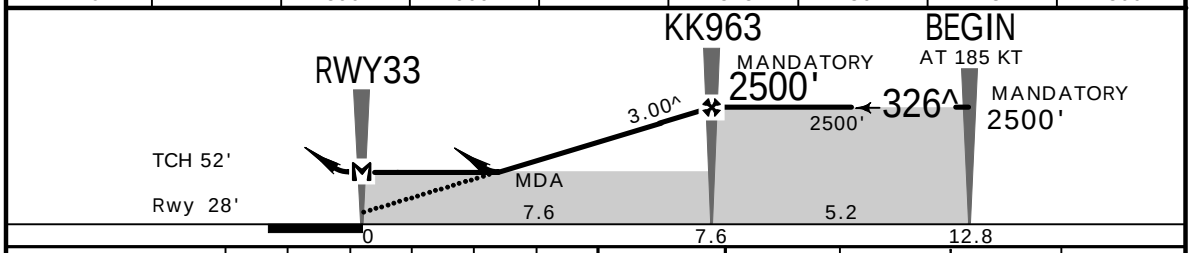
1. GNSS required. 2. Local altimeter setting required. 3. VPA and PAPI not coincident.
4. Baro VNAV not authorized below 18^C.

5300

MSA ARP



DIST to RWY33	0.6	1.6	2.6	3.6	4.6	5.6	6.6	7.6
ALTITUDE	271'	590'	909'	1227'	1545'	1864'	2182'	2500'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00^	372	478	531	637	743	849
MAP at RWY33							
KK963 to MAP	7.6	6:31	5:04	4:34	3:48	3:15	2:51

HIALS PAPI

2500' on 326^ KK964

.Std. STRAIGHT-IN LANDING

LNAV/VNAV		LNAV CDFA	
DA(H) 500' (472')		1 DA/MDA(H) 500' (472')	
ALS out		ALS out	

PANS OPS

A B	R1500m		R1500m	
C D	R1500m	R2200m	R1500m	R2200m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Procedure title, temperature note.

WMKK/KUL KUALA LUMPUR, MALAYSIA

JEPPESEN

KUALA LUMPUR INTL - SEPANG

9 DEC 22 (23-1)

VOR DME Rwy 14L

BRIEFING STRIP ™

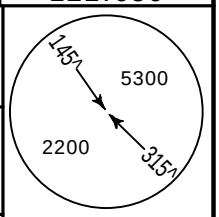
ATIS	LUMPUR Radar (APP)			LUMPUR Tower Rwy 14L/32R	Ground
128.050	118.650	120.350	135.750	118.8	121.650

VOR VKL	Final Apch Crs	D17.7 VKL	DA/MDA(H)	Apt Elev 69'
116.1	146^	4500' (4446')	720' (666')	Rwy 54'

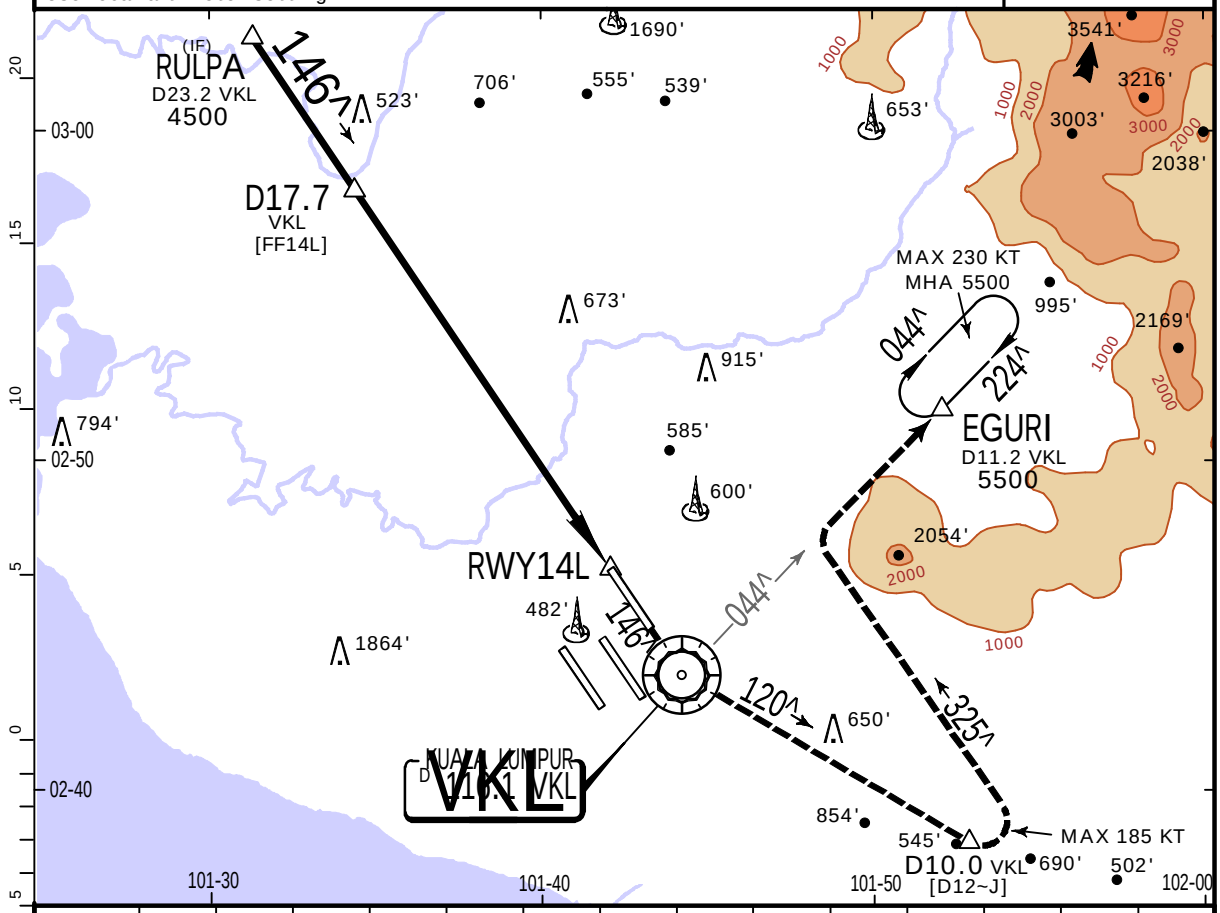
MISSED APCH: At MAP climb to 5500' on track 146^ then turn LEFT on VKL VOR R-120 until D10.0 VKL then turn LEFT on track 325^ to intercept VKL VOR R-044 to EGURI and hold or as directed by ATC.
CAUTION: MAX 185 KT until complete turn.

Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL130 | Trans alt: 11000'

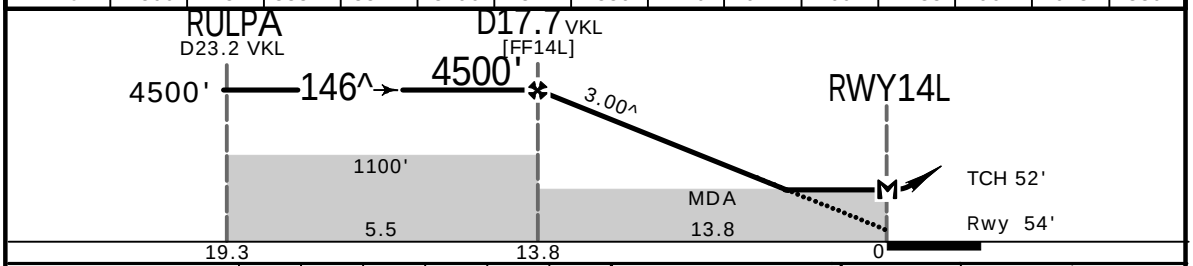
Use local altimeter setting.



MSA VKL VOR



VKL DME	17.7	16.6	15.6	14.6	13.6	12.6	11.6	10.6	9.6	8.6	7.6	6.6	5.6	4.6
ALTITUDE	4500'	4151'	3832'	3514'	3196'	2877'	2559'	2240'	1922'	1604'	1285'	967'	648'	330'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00^	372	478	531	637	743	849
MAP at RWY14L							
D17.7 VKL to MAP	13.8	11:50	9:12	8:17	6:54	5:55	5:11

ALSF-II
PAPI PAPI

5500' on 146^

.Std.

STRAIGHT-IN LANDING
VOR DME
CDFA

1 DA/MDA(H) 720' (666')

ALS out

PANS OPS

A	R1500m
B	
C	R2400m
D	

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: New procedure.

WMKK/KUL KUALA LUMPUR, MALAYSIA

JEPPESEN

KUALA LUMPUR INTL - SEPANG

9 DEC 22 (23-2)

VOR DME Rwy 15

ATIS	LUMPUR Radar (APP)			LUMPUR Tower Rwy 15/33	Ground
128.050	124.2	119.450	125.1	119.8	118.050

VOR VSP	Final Apch Crs	D6.6 VSP MANDATORY	DA/MDA(H)	Apt Elev 69'
114.4	146^	2500' (2472')	570' (542')	Rwy 28'

MISSED APCH: At MAP, climb 2500' on track 146^, passing D3.5 VSP turn RIGHT on track 276^ to intercept VKL VOR R-246 to MESUP and hold or as directed by ATC. CAUTION: MAX 185 KT until MESUP.

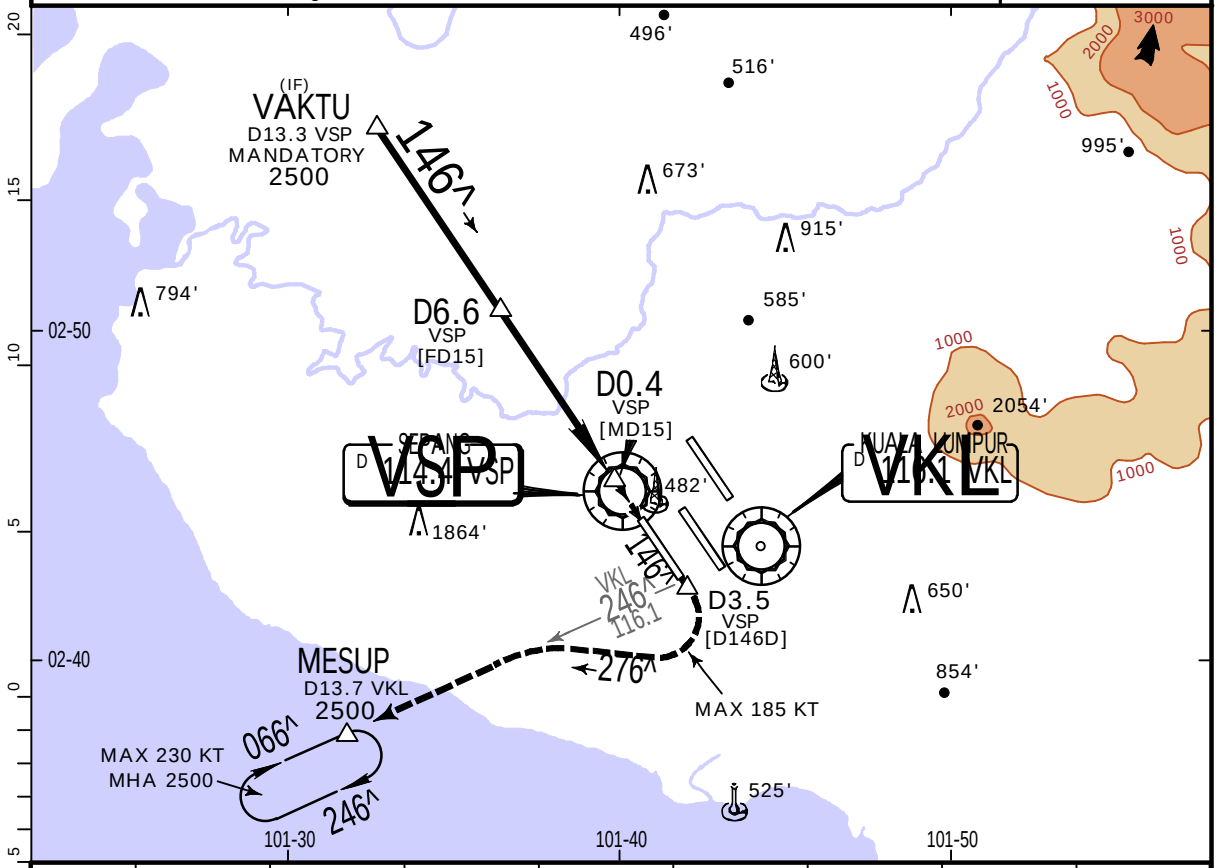
Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: FL130 | Trans alt: 11000'

Use local altimeter setting.

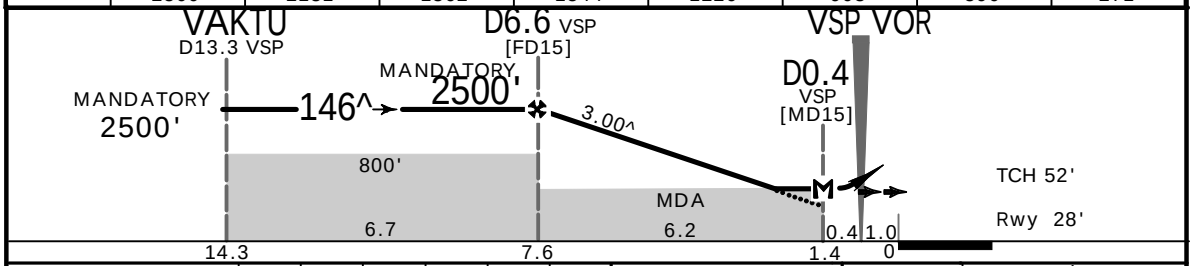
MSA VKL VOR

145^ 5300 2200 315^

BRIEFING STRIP ™



VSP DME	6.6	5.6	4.6	3.6	2.6	1.6	0.6	0.4
ALTITUDE	2500'	2181'	1862'	1544'	1226'	908'	590'	271'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00^	372	478	531	637	743	849
MAP at D0.4 VSP							
D6.6 VSP to MAP	6.2	5:19	4:08	3:43	3:06	2:39	2:20

HIALS PAPI

2500' on 146^

.Std.

STRAIGHT-IN LANDING
VOR DME

CDFA

1 DA/MDA(H) 570' (542')

ALS out

PANS OPS

A B	R1500m	
C D	R1800m	R2400m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: New procedure.

WMKK/KUL KUALA LUMPUR, MALAYSIA

JEPPESEN

KUALA LUMPUR INTL - SEPANG

9 DEC 22 (23-3)

VOR DME Rwy 32R

BRIEFING STRIP ™

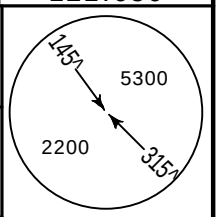
ATIS	LUMPUR Radar (APP)			LUMPUR Tower Rwy 14L/32R	Ground
128.050	121.250	120.350	135.750	118.8	121.650

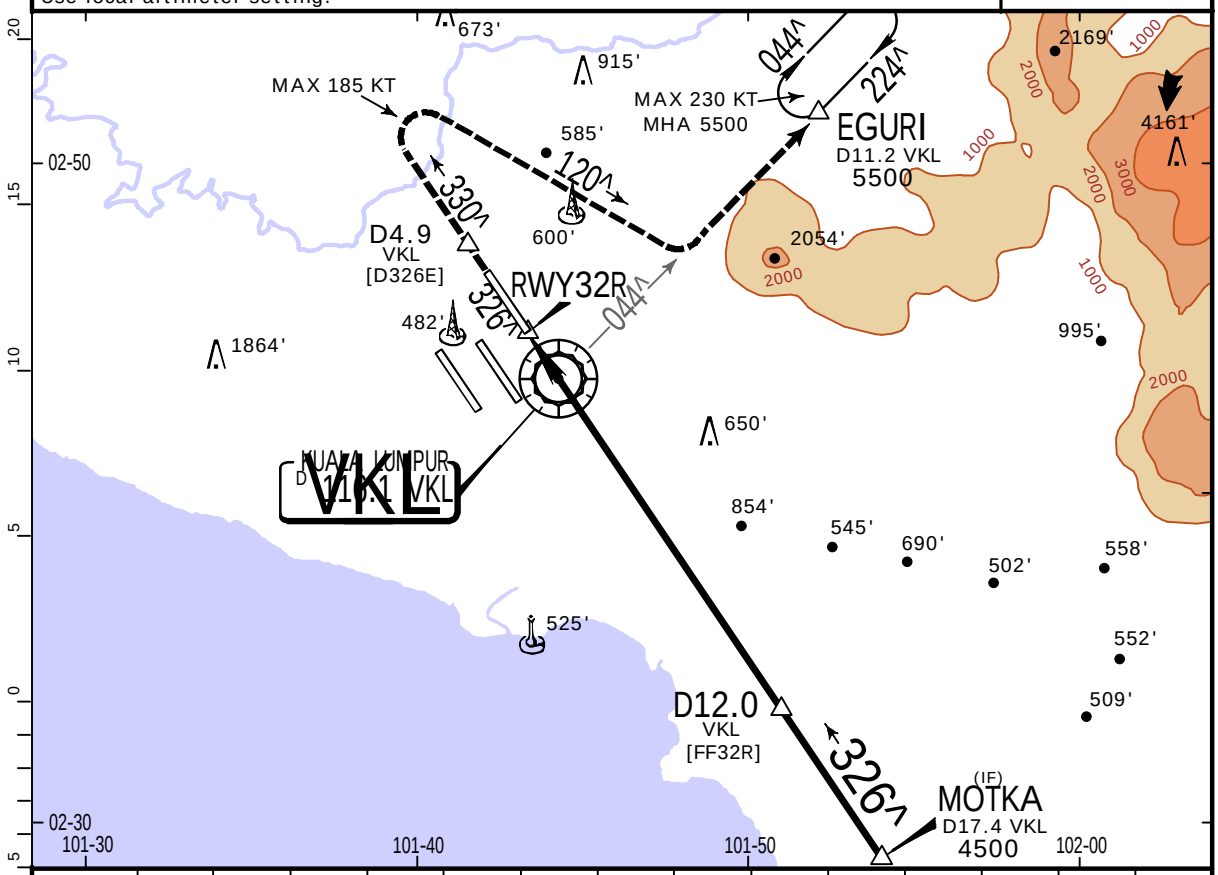
VOR VKL	Final Apch Crs	D12.0 VKL	DA/MDA(H)	Apt Elev 69'
116.1	326^	4500' (4431')	810' (741')	Rwy 69'

MISSED APCH: At MAP climb to 5500' on track 326^. At D4.9 VKL turn RIGHT on track 330^. After passing 2000', turn RIGHT on track 120^ to intercept VKL VOR R-044 to EGURI and hold or as directed by ATC.
CAUTION: MAX 185 KT until complete turn.

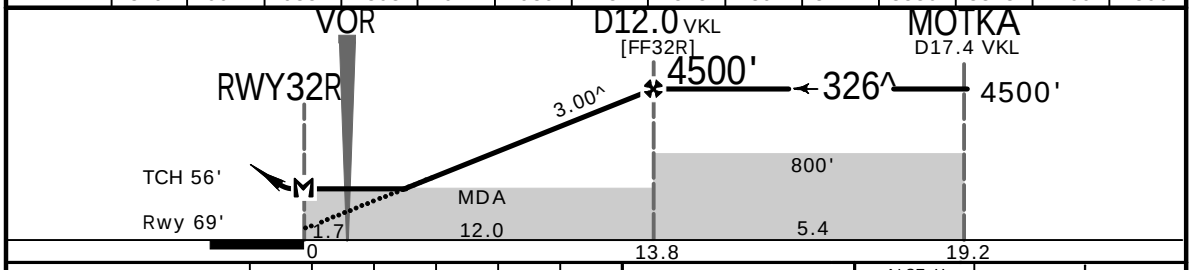
Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: FL130 | Trans alt: 11000'
Use local altimeter setting.

MSA VKL VOR





VKL DME	1.0	0.0	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0	11.0	12.0
ALTITUDE	349'	667'	985'	1303'	1621'	1939'	2257'	2575'	2894'	3212'	3530'	3848'	4166'	4500'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00^	372	478	531	637	743	849
MAP at RWY32R							
D12.0 VKL to MAP	13.7	11:45	9:08	8:13	6:51	5:52	5:08

ALSF-II
PAPI PAPI

5500' on 326^

.Std.

STRAIGHT-IN LANDING
VOR DME
CDFA

1 DA/MDA(H) 810' (741')

ALS out

PANS OPS

A B	R1500m
C D	R2400m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: New procedure.

WMKK/KUL KUALA LUMPUR, MALAYSIA

JEPPESEN

KUALA LUMPUR INTL - SEPANG

9 DEC 22 (23-4)

VOR DME Rwy 33

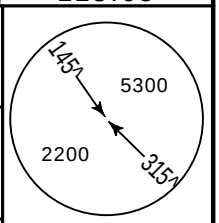
ATIS	LUMPUR Radar (APP)			LUMPUR Tower Rwy 15/33	Ground
128.050	125.85	119.45	125.10	119.8	118.05

BRIEFING STRIP ™

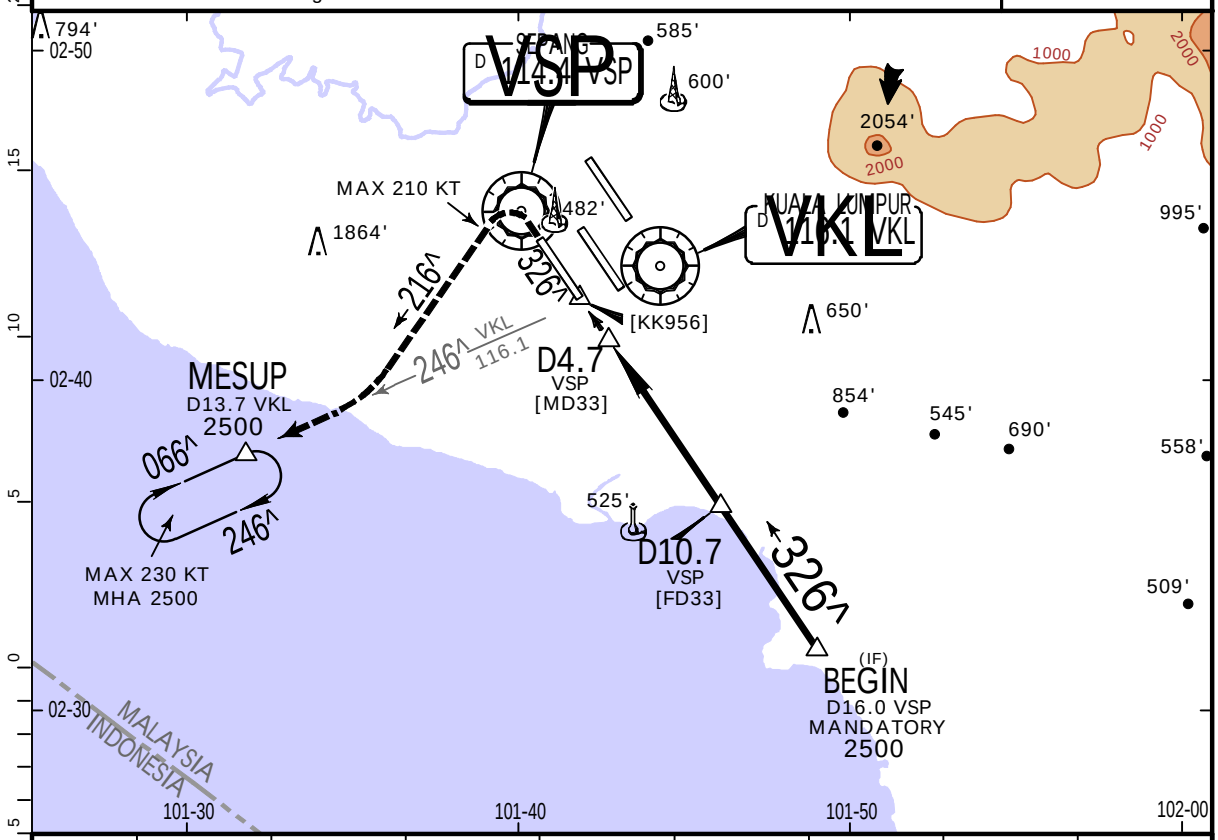
VOR VSP	Final Apch Crs	D10.7 VSP MANDATORY	DA/MDA(H)	Apt Elev 69'
114.4	326^	2500' (2472')	570' (542')	Rwy 28'

MISSED APCH: At MAP, climb to 2500' on track 326^. Turn LEFT on track 216^ to intercept VKL VOR R-246 to MESUP and hold or as directed by ATC. CAUTION: No turning before Thr. MAX 210 KT until intercept VKL VOR R-246.

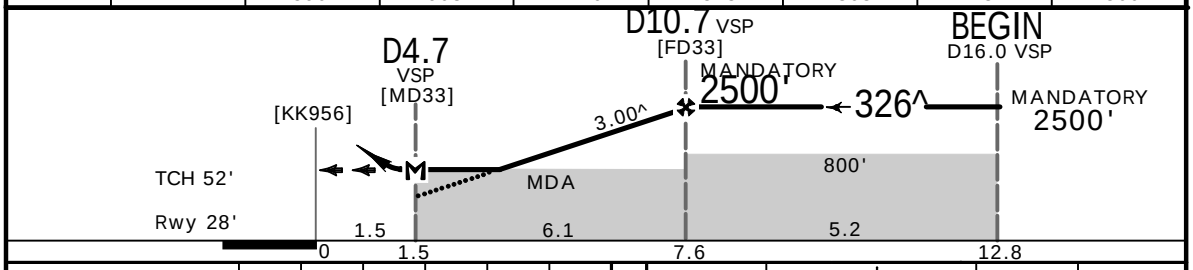
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL130	Trans alt: 11000'
Use local altimeter setting.			



MSA VKL VOR



VSP DME	3.7	4.7	5.7	6.7	7.7	8.7	9.7	10.7
ALTITUDE	272'	590'	908'	1226'	1545'	1863'	2181'	2500'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00^	372	478	531	637	743	849
MAP at D4.7 VSP							
D10.7 VSP to MAP	6.1	5:14	4:04	3:40	3:03	2:37	2:17

HIALS
PAPI

2500' on 326^ LT 216^

.Std.

STRAIGHT-IN LANDING
VOR DME
CDFA

1 DA/MDA(H) 570' (542')

ALS out

PANS OPS

A, B	R1500m	
C, D	R1800m	R2400m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: New procedure.

Chart changes since cycle 06-2023

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
KUALA LUMPUR, (KUALA LUMPUR INTL - SEPANG - WMKK)				
REV	ARR SPEED RESTRICTIONS	20-2	31 Mar 2023	
DEL	TAXIWAY CLOSE FOR AIRCRAF...	20-8	31 Mar 2023	
DEL	WORK IN PROGRESS (TEMP)	20-8A	31 Mar 2023	

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport WMKK

Type: Terminal
Effectivity: Temporary
Begin Date: 20220908
End Date: 20230331

(20-9A) AIRPORT INFO, TAKE-OFF MNMS - Rwy 14L/32R and Rwy 14R/32L approach lights downgrade to Category 1.

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: 20230330

(20-8) TAXIWAY CLOSE FOR AIRCRAFT LONG LAYOVER (TEMP), (20-8A) WORK IN PROGRESS (TEMP) charts withdrawn.