

GENERAL**Operational Hours****ATS Hours / AD Operator Hours:** H24**Airport Information****RFF:** CAT 7**PCN:** RWY 15/33: 87/F/B/W/T**Customs:** 2300-1500**Operation****TWY Restriction**

TWY V width 15m / 49ft.

TWY B CLSD.

TWYs D and J for daylight OPS only.

Taxi/Parking

All ACFT shall follow Power in/Push out procedure (PIPO).

Due to obstructed VIS from TWR, PIC or tow-master are responsible for separation to ACFT/OBST while taxiing under tow.

Bay 22, 29 permanently CLSD due to WIP.

Engine Run-up Area

Idle PWR engine run may be carried out on all parking stands provided it is ensured that the blast cone are is clear. Full power engine runs may be carried out on RWY or the ground run bay.

Warnings

Several parts of APN and TWYs not visible from TWR.

ILS RWY 15/33 MAINT: MON, THU between 0200-0600.

MIL AD Simpang (WMKF) 9NM E of AD.

ARRIVAL**Communication****COM Failure**

Pilot navigation: Continue on STAR and land.

RADAR navigation: Maintain vector for 1min. If below MSA, climb to MSA. Intercept cleared/assigned STAR and land.

If total COM failure occurs to an ACFT bound for the Sultan Abdul Aziz Shah AD, Subang, before entering the Kuala Lumpur FIR or after entering the FIR but before being given or acknowledging a specific STAR, pilot in command shall:

- in VMC, during HJ, maintain VFR and land at Sultan Aziz Shah AD, Subang or at a suitable AD. Pilots shall take notes that the Kuala Lumpur INTL AD is not to be considered as a suitable AD for this purpose.
- in IMC or between SS and SR, proceed via FPL route or as cleared by ATC at last assigned LVL.
- if route terminates at VKL, then proceed to VBA maintaining the last assigned flight LVL.
- transmit blind PSN reports and intentions if the ACFT transmitter is presumed serviceable.
- if the route terminates at VBA then commence descent in VBA hold, or as close as possible, to the EAT last received and acknowledged or, if no EAT has been received and acknowledged, at or as close as possible to the ETA calculated from the current flight plan.
- transmit blind PSN reports and intentions if the ACFT transmitter is presumed serviceable.

ARRIVAL

- carry out INST APCH PROC for Subang RWY 15.
- land on RWY 15, if possible, within 30min of the ETA, or the last ETA acknowledged whichever is later.
- if LDG not possible on RWY 15 due to wind COND carry out MISAP.
- if visual, from the missed APCH make a visual APCH to join left downwind for RWY 33.
- if in IMC, carry out MISAP, climb to 2400ft tracking to KL NDB and make an INST APCH to RWY 33.

Arrival Procedure**Arrival Notes**

Due to ATFM measures:

- Cross WPT SALAX MAX FL220.
- Cross WPT PUGER MAX FL310.

VFR Traffic Pattern: RWY 15 right-hand circuit with ALT 1500ft.

DEPARTURE**Take-off Minima**

| RWY | | 15/33 | |
|----------|-----------|---------------|---------|
| All ACFT | ft - m/km | 0 - 400R/400V | HJ only |
| | | 0 - 800R/800V | HN |

Communication**COM Failure**

Maintain assigned HDG and climb to MSA or last assigned LVL if higher.

Maintain MSA or assigned LVL for 2min.

Climb to flight planned LVL and intercept flight planned track.

Departure Procedure**Start-up/Push-back**

REQ ATC CLR prior start-up.

| Contact DLV 5min prior to start-up.

Malaysia **Kuala Lumpur** Subang/Sultan Abdul Aziz Shah

Subang/Sultan Abdul Aziz Shah **Kuala Lumpur** Malaysia

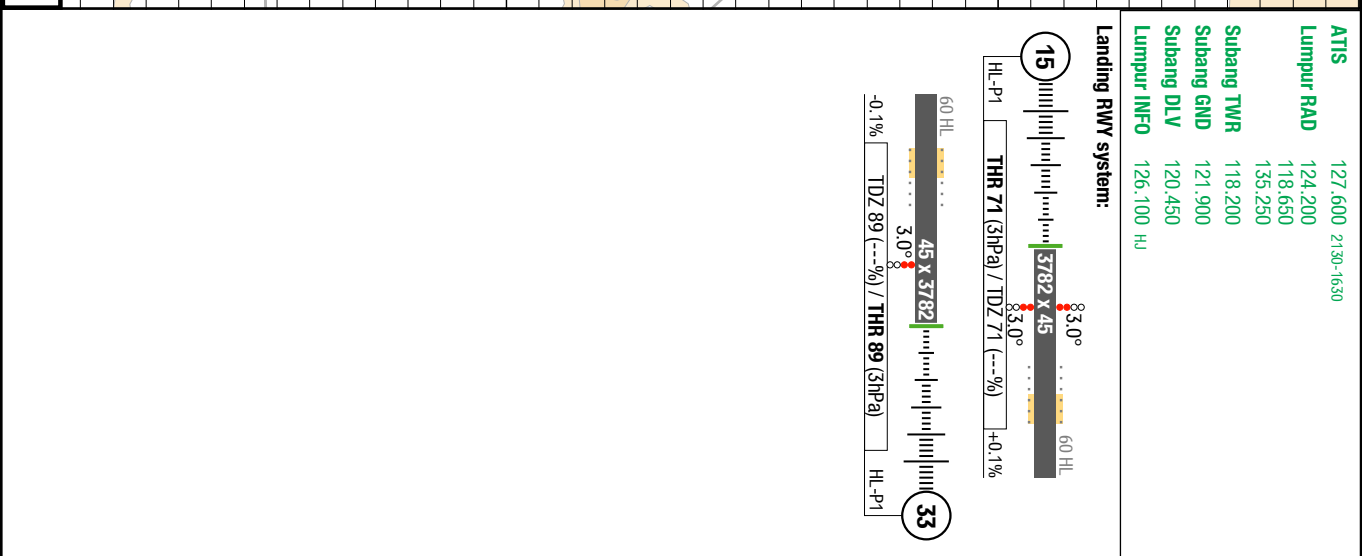
2-10

AGC
AFC

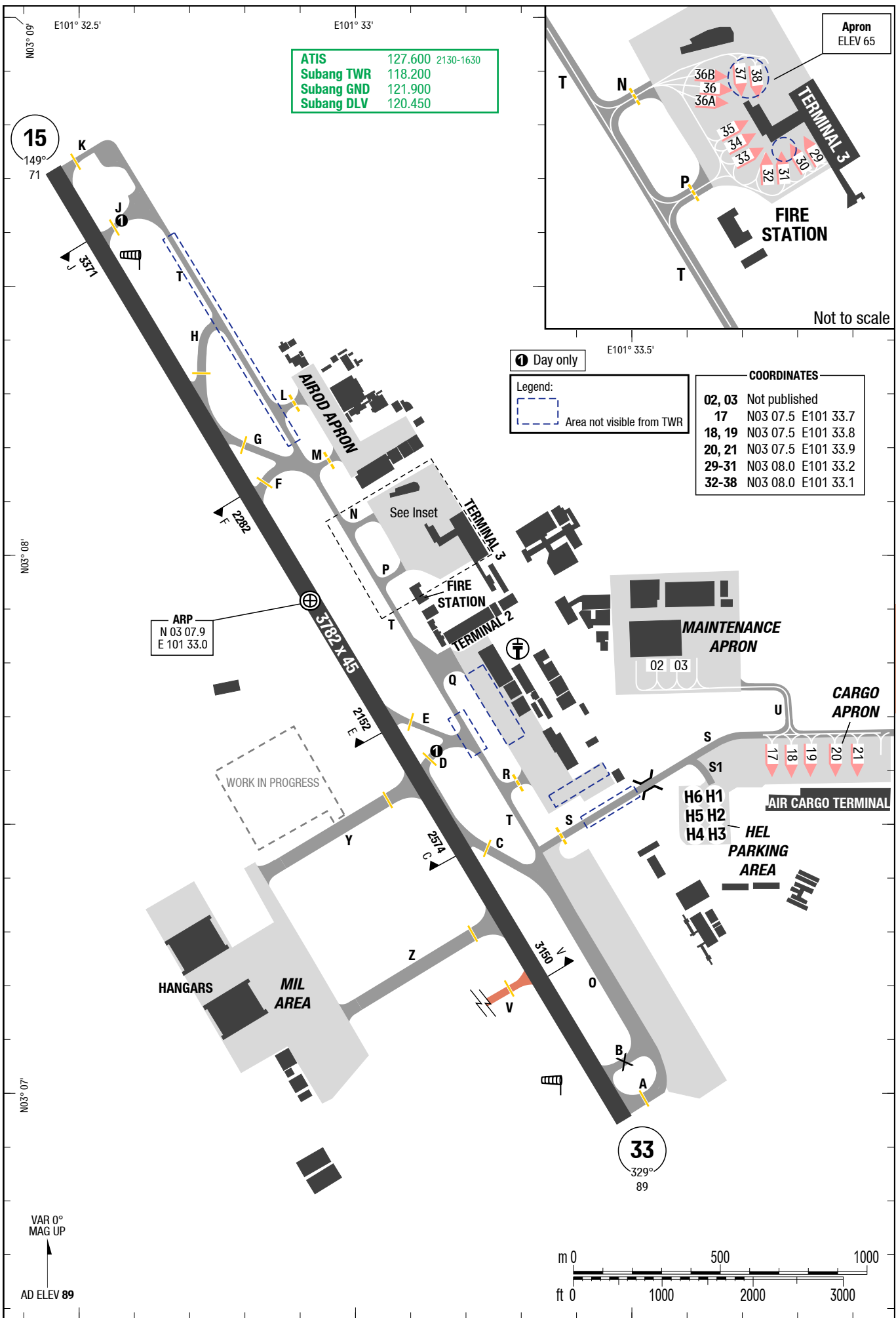
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AFC

AGC
AFC



Changes: APL, FREQ, Navaid NM, SM withdrawn, Editorial



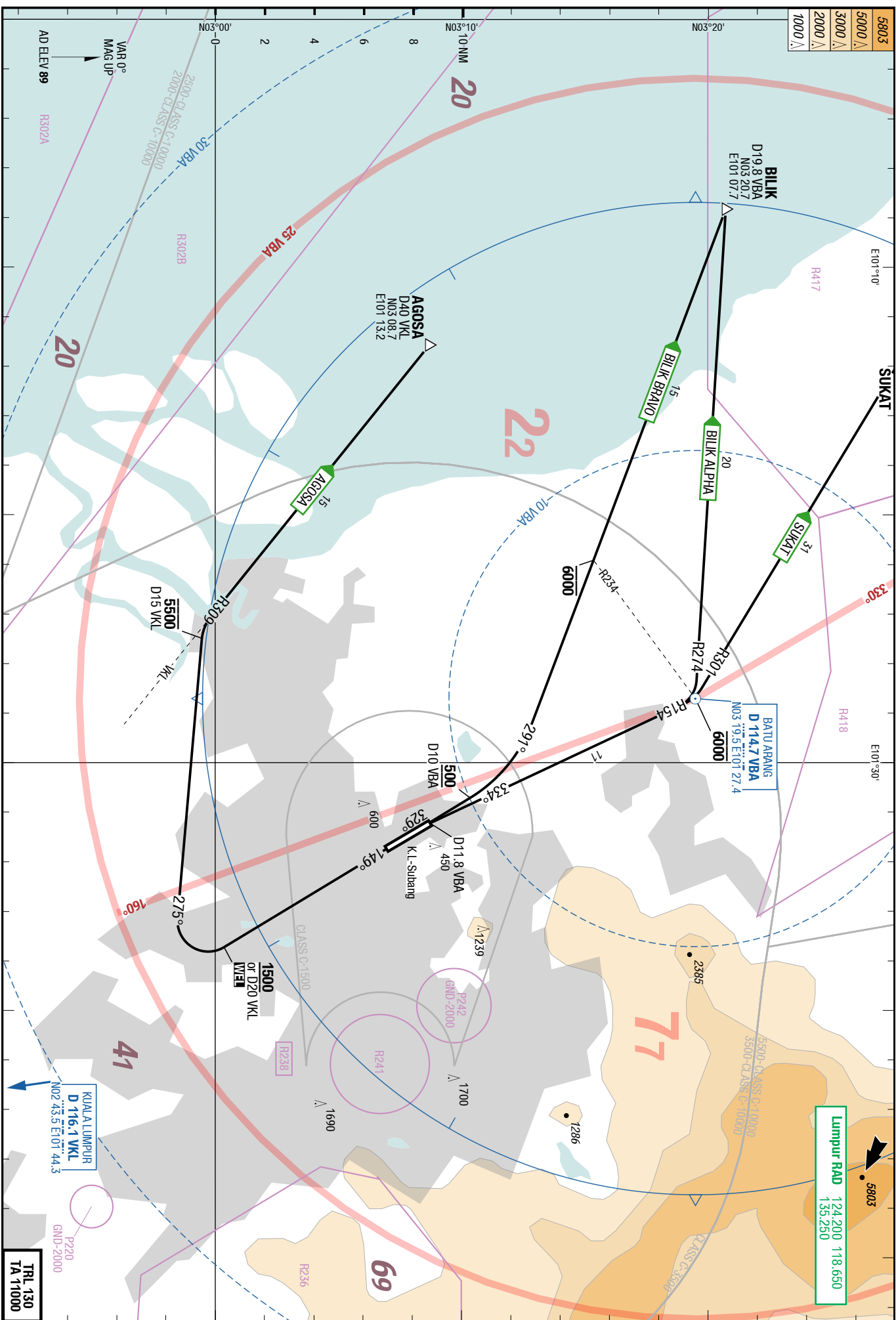
Changes: FREQ, Parking Stands

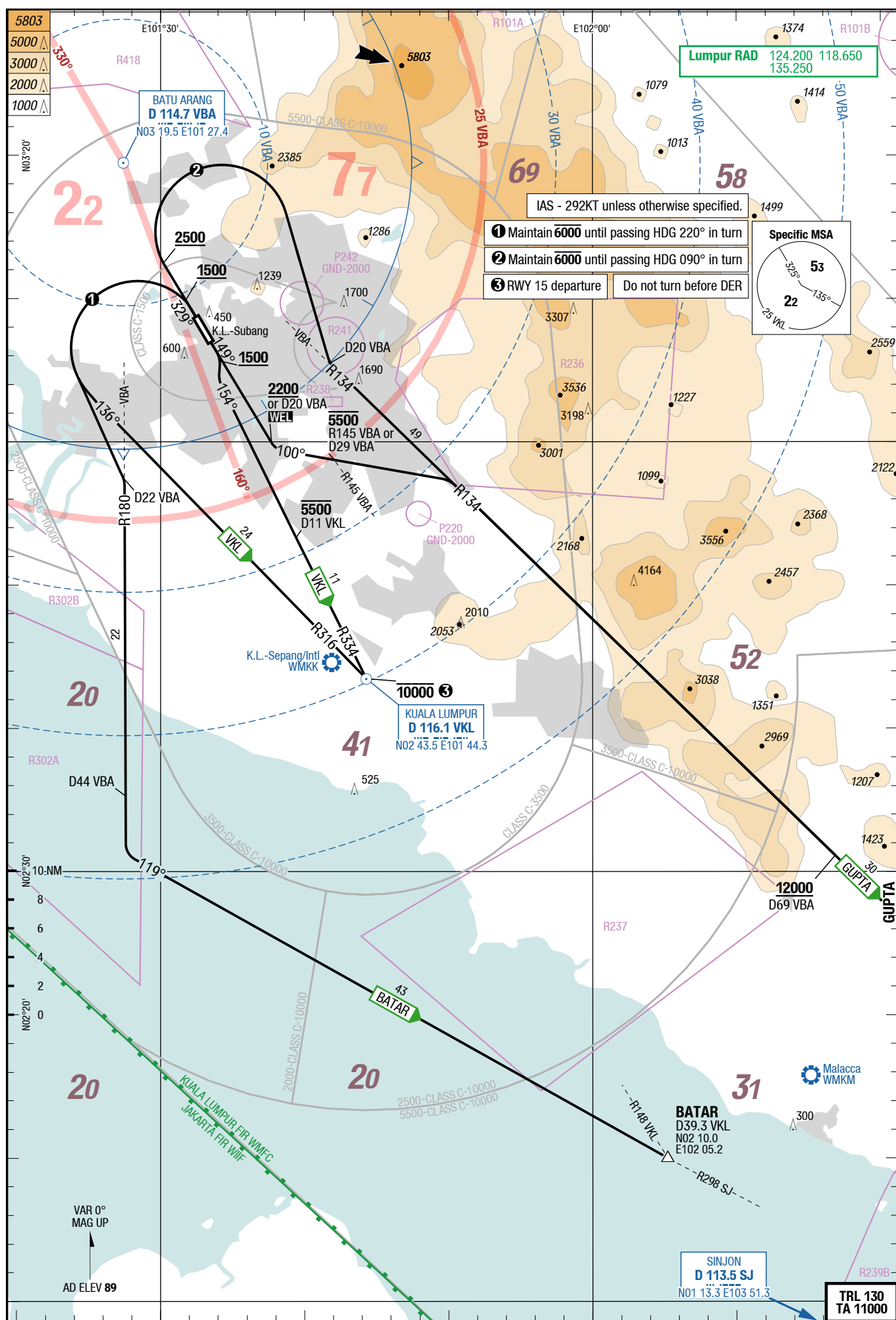
Malaysia **Kuala Lumpur** Subang/Sultan Abdul Aziz Shah

Subang/Sultan Abdul Aziz Shah **Kuala Lumpur** Malaysia

SIDS North

SIDS North





14-JUN-2018

Malaysia Kuala Lumpur Subang/Sultan Abdul Aziz Shah

NIL

SID

SID

Subang/Sultan Abdul Aziz Shah Kuala Lumpur Malaysia

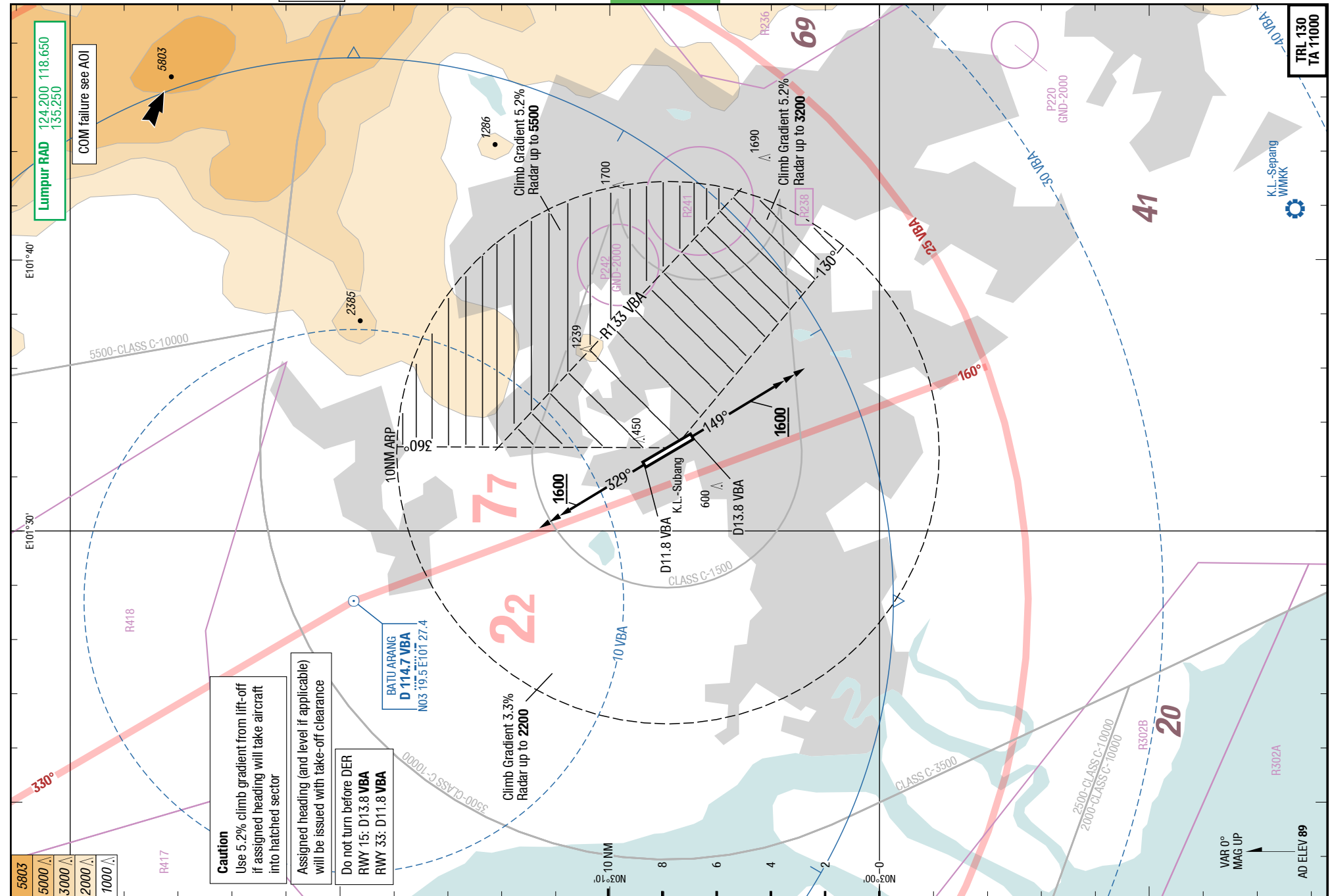
NIL

SZB-WMSA

4-30

SIDs RWY 15/33 (Radar)

SIDs RWY 15/33 (Radar)



Changes: FREQ

SZB-WMSA

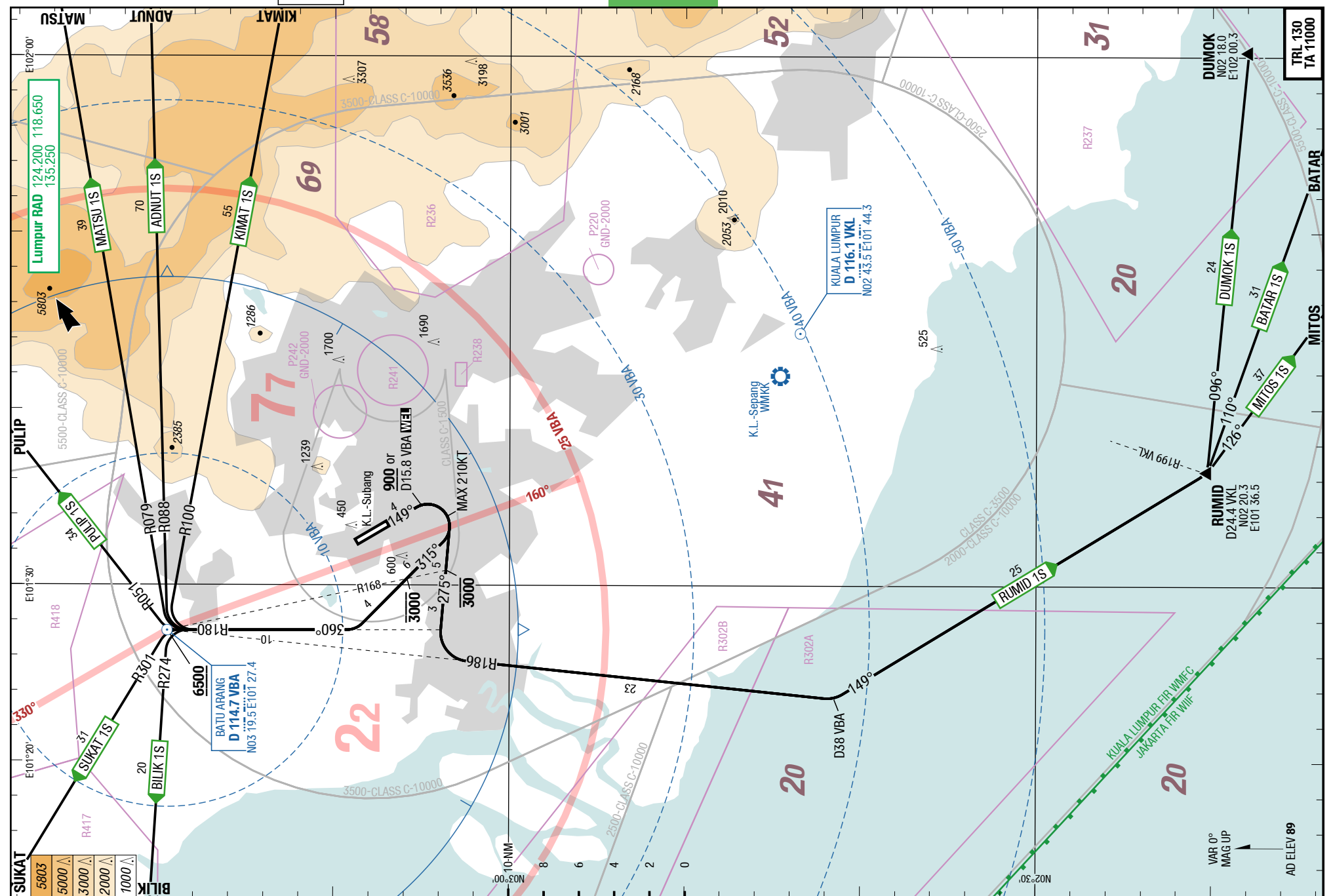
SIDs RWY 15 T DEPs

SID

SID

SIDs RWY 15 T DEPs

SIDs RWY 15 S DEPs



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14-JUN-2018

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SZB-WMSA

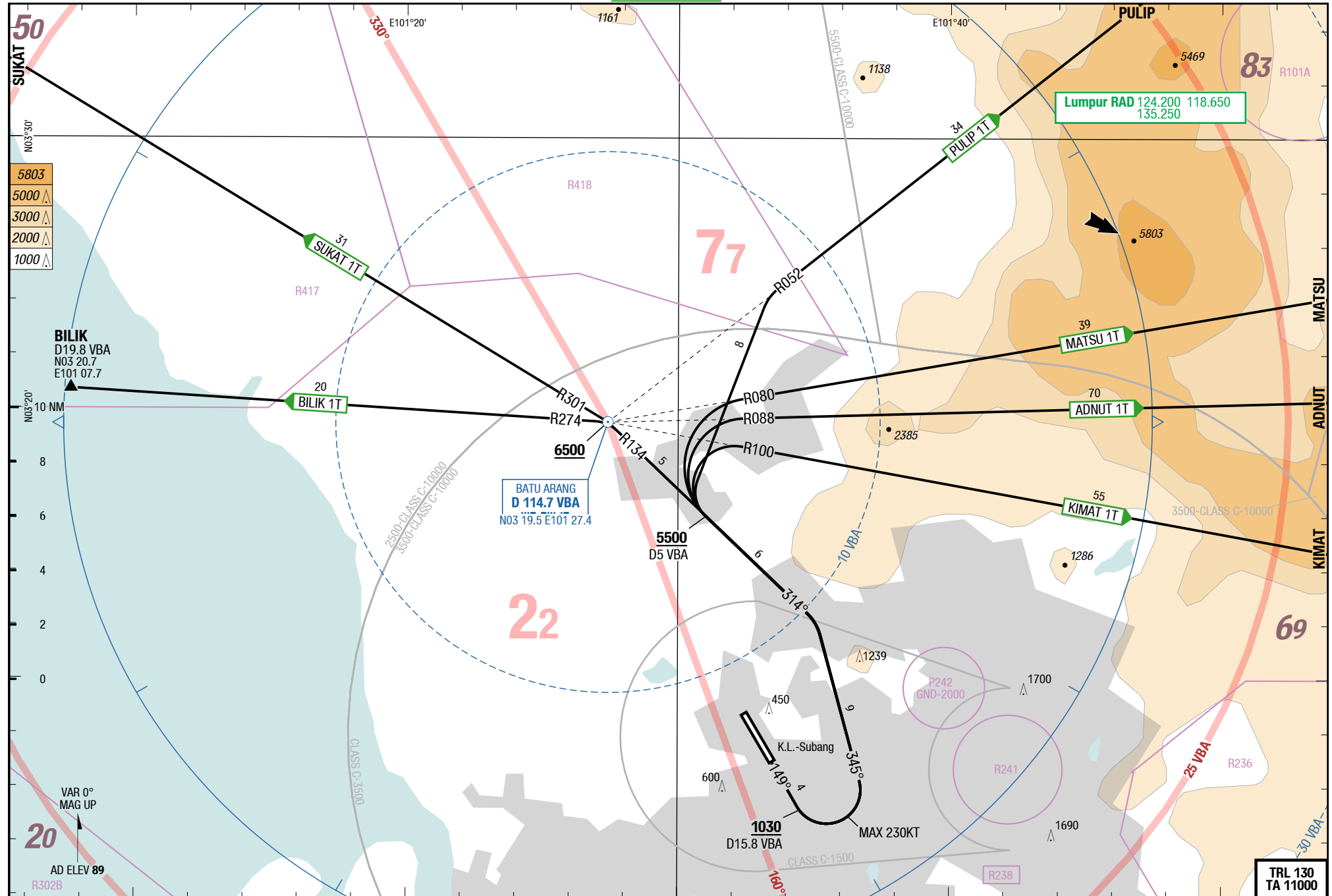
4-60

SIDs RWY 15 T DEPs

SID

SID

SIDs RWY 15 T DEPs



Changes: Navaid SM withdrawn, FREQ

13-JUL-2017

SZB-WMSA**5-10****SIDs North****SIDPT****AGOSA / BILIK ALPHA / BILIK BRAVO / SUKAT**

RWYs 15 (149°) / 33 (329°)

| | | | | | | | |
|------|--------|-----|-----|-----|-----|------|------|
| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
| 3.9% | ft/MIN | 500 | 600 | 800 | 900 | 1000 | 1100 |

| DESIGNATOR | ROUTING | ALTITUDES |
|--|---|--|
| | Runway 15 | |
| AGOSA 124.200 | at D20 VKL or MNM 1500 , whichever is later, RT 275° to intercept R309 VKL to AGOSA | R309 / D15 VKL MAX 5500 |
| | Runway 33 | |
| BILIK ALPHA 124.200 | intercept R154 VBA to VBA - LT intercept R274 VBA to BILIK | VBA MAX 6000 |
| BILIK BRAVO 3.9% to 7000 124.200 | at D10 VBA LT 291° to BILIK | D10 VBA MNM 500 R234 VBA MAX 6000 |
| SUKAT 124.200 | intercept R154 VBA to VBA - LT intercept R301 VBA to SUKAT | VBA MAX 6000 |

13-JUL-2017

SZB-WMSA

5-20

SIDs South
SIDPT
GUPTA / KUALA LUMPUR / BATAR

RWYs 15 (149°) / 33 (329°)

| | | | | | | | |
|------|--------|-----|-----|-----|------|------|------|
| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
| 3.6% | ft/MIN | 500 | 600 | 700 | 800 | 900 | 1000 |
| 4.7% | ft/MIN | 600 | 800 | 900 | 1000 | 1200 | 1300 |

| DESIGNATOR | ROUTING | ALTITUDES |
|---|---|---|
| | Runway 15 | |
| GUPTA 3.6% to 12000 124.200 | at D20 VBA or MNM 2200 , whichever is later, LT 100° - intercept R134 VBA to GUPTA | MAX 5500 until crossing R145 VBA or D29 VBA D69 VBA MNM 12000 |
| KUALA LUMPUR VKL 124.200 | at MNM 1500 RT intercept R334 VKL to VKL | D11 VKL MAX 5500 VKL MAX 10000 |
| | Runway 33 | |
| BATAR 124.200 | at MNM 1500 LT intercept R180 VBA (within D22 VBA) - at D44 VBA LT intercept R298 SJ inbound to BATAR | MAX 6000 until HDG 220° in turn |
| GUPTA 4.7% to 3000 124.200 | at MNM 2500 RT intercept R134 VBA (within D20 VBA) to GUPTA | MAX 6000 until HDG 090° in turn D69 VBA MNM 12000 |
| KUALA LUMPUR VKL 124.200 | at MNM 1500 LT intercept R316 VKL to VKL | MAX 6000 until HDG 220° in turn |

Changes: Completely revised

13-JUL-2017

SZB-WMSA**5-30****SIDs RWY 15/33 (Radar)****RADAR 1**

RWYs 15 (149°) / 33 (329°)

Afrer take-off, contact Lumpur APP

| | | | | | | | |
|------|--------|-----|-----|------|------|------|------|
| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
| 5.2% | ft/MIN | 700 | 800 | 1000 | 1200 | 1300 | 1500 |

| DESIGNATOR | ROUTING | ALTITUDES |
|---|---|-----------|
| | Runway 15 | |
| RADAR 1 124.200 ①②③ | at MNM 1600 turn to assigned HDG | |
| | Runway 33 | |
| RADAR 1 124.200 ①②③ | at MNM 1600 turn to assigned HDG | |

- ① Upon contact with APP advise on direction of turn, assigned HDG, level passing to nearest 100ft assigned level.
 ② Use 5.2% climb gradient from lift-off if assigned HDG will take ACFT into hatched sector.
 ③ Do not turn before DER

Changes: New

14-JUN-2018

SZB-WMSA

5-50

SIDs RWY 15 S DEPs

ADNUT 1S / BATAR 1S / BILIK 1S / DUMOK 1S / KIMAT 1S / MATSU 1S / MITOS 1S / PULIP 1S / RUMID 1S / SUKAT 1S

RWY 15 (149°)

| | | | | | | | |
|------|--------|-----|-----|------|------|------|------|
| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
| 5.0% | ft/MIN | 700 | 800 | 1000 | 1100 | 1300 | 1400 |

| DESIGNATOR | ROUTING | ALTITUDES |
|---|--|---|
| | Runway 15 | |
| ADNUT 1S 5.0% to 4000 124.200 | at MNM 900 or D15.8 VBA , whichever is later, RT (MAX 210KT) 315° - intercept R180 VBA to VBA - R088 VBA to ADNUT | R168 VBA MAX 3000 VBA MNM 6500 |
| BATAR 1S 5.0% to 4000 124.200 | at MNM 900 or D15.8 VBA , whichever is later, RT (MAX 210KT) 275° - crossing R180 VBA LT intercept R186 VBA - at D38 VBA LT 149° to RUMID - LT 110° to BATAR | R168 VBA MAX 3000 |
| BILIK 1S 5.0% to 4000 124.200 | at MNM 900 or D15.8 VBA , whichever is later, RT (MAX 210KT) 315° - intercept R180 VBA to VBA - R274 VBA to BILIK | R168 VBA MAX 3000 VBA MNM 6500 |
| DUMOK 1S 5.0% to 4000 124.200 | at MNM 900 or D15.8 VBA , whichever is later, RT (MAX 210KT) 275° - crossing R180 VBA LT intercept R186 VBA - at D38 VBA LT 149° to RUMID - LT 096° to DUMOK | R168 VBA MAX 3000 |
| KIMAT 1S 5.0% to 4000 124.200 | at MNM 900 or D15.8 VBA , whichever is later, RT (MAX 210KT) 315° - intercept R180 VBA to VBA - R100 VBA to KIMAT | R168 VBA MAX 3000 VBA MNM 6500 |
| MATSU 1S 5.0% to 4000 124.200 | at MNM 900 or D15.8 VBA , whichever is later, RT (MAX 210KT) 315° - intercept R180 VBA to VBA - R079 VBA to MATSU | R168 VBA MAX 3000 VBA MNM 6500 |
| MITOS 1S 5.0% to 4000 124.200 | at MNM 900 or D15.8 VBA , whichever is later, RT (MAX 210KT) 275° - crossing R180 VBA LT intercept R186 VBA - at D38 VBA LT 149° to RUMID - LT 126° to MITOS | R168 VBA MAX 3000 |
| PULIP 1S 5.0% to 4000 124.200 | at MNM 900 or D15.8 VBA , whichever is later, RT (MAX 210KT) 315° - intercept R180 VBA to VBA - R051 VBA to PULIP | R168 VBA MAX 3000 VBA MNM 6500 |
| RUMID 1S 5.0% to 4000 124.200 | at MNM 900 or D15.8 VBA , whichever is later, RT (MAX 210KT) 275° - crossing R180 VBA LT intercept R186 VBA - at D38 VBA LT 149° to RUMID | R168 VBA MAX 3000 |
| SUKAT 1S 5.0% to 4000 124.200 | at MNM 900 or D15.8 VBA , whichever is later, RT (MAX 210KT) 315° - intercept R180 VBA to VBA - R301 VBA to SUKAT | R168 VBA MAX 3000 VBA MNM 6500 |

14-JUN-2018

SZB-WMSA

5-60

SIDs RWY 15 T DEPs

SIDPT

ADNUT 1T / BILIK 1T / KIMAT 1T / MATSU 1T / PULIP 1T / SUKAT 1T

RWY 15 (149°)

| | | | | | | | |
|------|--------|------|------|------|------|------|------|
| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
| 8.0% | ft/MIN | 1000 | 1300 | 1500 | 1800 | 2000 | 2200 |

| DESIGNATOR | ROUTING | ALTITUDES |
|---|--|--|
| | Runway 15 | |
| ADNUT 1T 8.0% to 3000 124.200 | at D15.8 VBA LT (MAX 230KT) 345° - intercept R134 VBA inbound - at D5 VBA RT intercept R088 VBA to ADNUT | D15.8 VBA MNM 1030 D5/R134 VBA MNM 5500 |
| BILIK 1T 8.0% to 3000 124.200 | at D15.8 VBA LT (MAX 230KT) 345° - intercept R134 VBA to VBA - R274 VBA to BILIK | D15.8 VBA MNM 1030 VBA MNM 6500 |
| KIMAT 1T 8.0% to 3000 124.200 | at D15.8 VBA LT (MAX 230KT) 345° - intercept R134 VBA inbound - at D5 VBA RT intercept R100 VBA to KIMAT | D15.8 VBA MNM 1030 D5/R134 VBA MNM 5500 |
| MATSU 1T 8.0% to 3000 124.200 | at D15.8 VBA LT (MAX 230KT) 345° - intercept R134 VBA inbound - at D5 VBA RT intercept R080 VBA to MATSU | D15.8 VBA MNM 1030 D5/R134 VBA MNM 5500 |
| PULIP 1T 8.0% to 3000 124.200 | at D15.8 VBA LT (MAX 230KT) 345° - intercept R134 VBA inbound - at D5 VBA RT intercept R052 VBA to PULIP | D15.8 VBA MNM 1030 D5/R134 VBA MNM 5500 |
| SUKAT 1T 8.0% to 3000 124.200 | at D15.8 VBA LT (MAX 230KT) 345° - intercept R134 VBA to VBA - R301 VBA to SUKAT | D15.8 VBA MNM 1030 VBA MNM 6500 |

SZB-WMSA

NIL

STAR

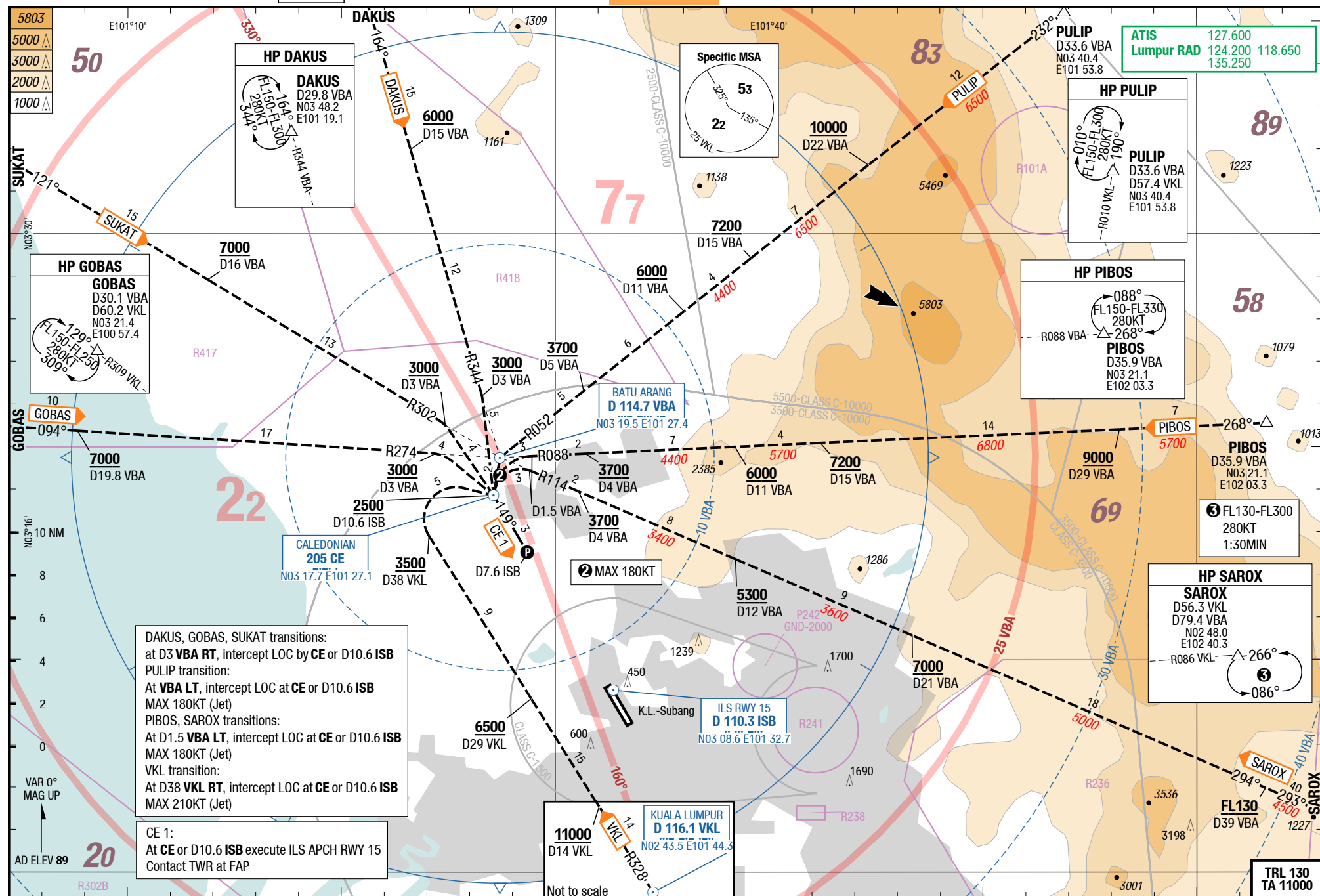
STAR

NIL

CALEDONIAN 1 (CE 1)

6-10

CALEDONIAN 1 (CE 1)



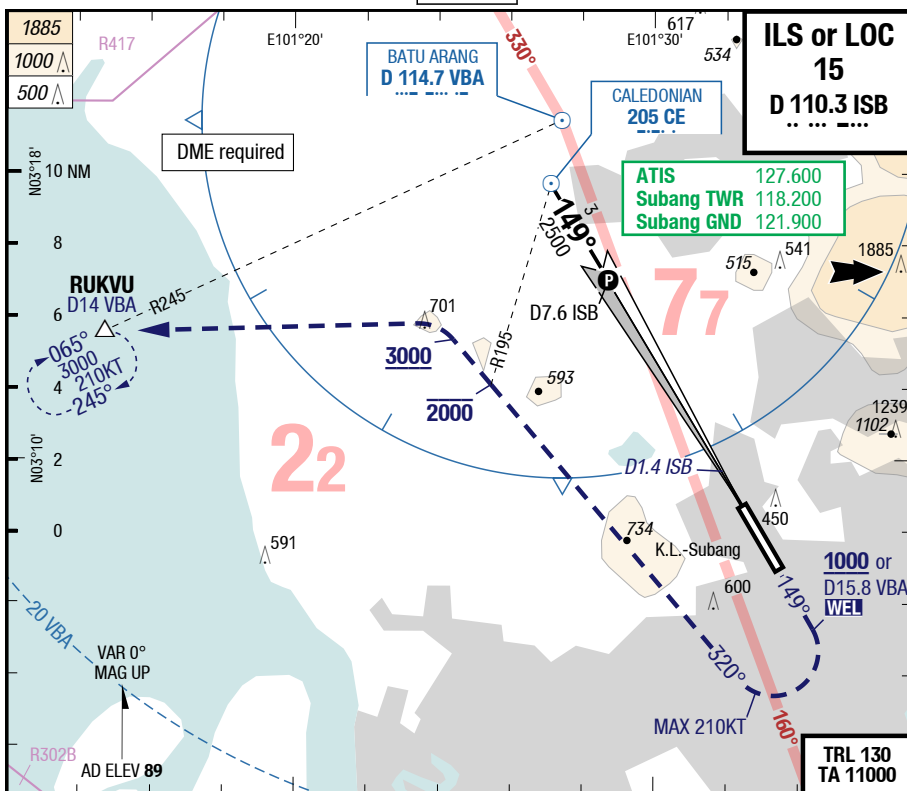
Changes: FREQ

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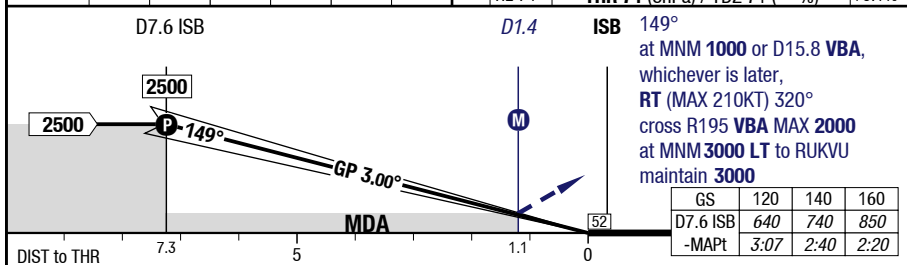
SZB-WMSA

7-10

ILS or LOC 15



| | | | | | | | |
|--------------------|------|------|------|------|-----|-----|--|
| LOC 3.00° D ISB | 7.6 | 6 | 5 | 4 | 3 | 2 | |
| | 2500 | 1940 | 1620 | 1300 | 990 | 670 | |



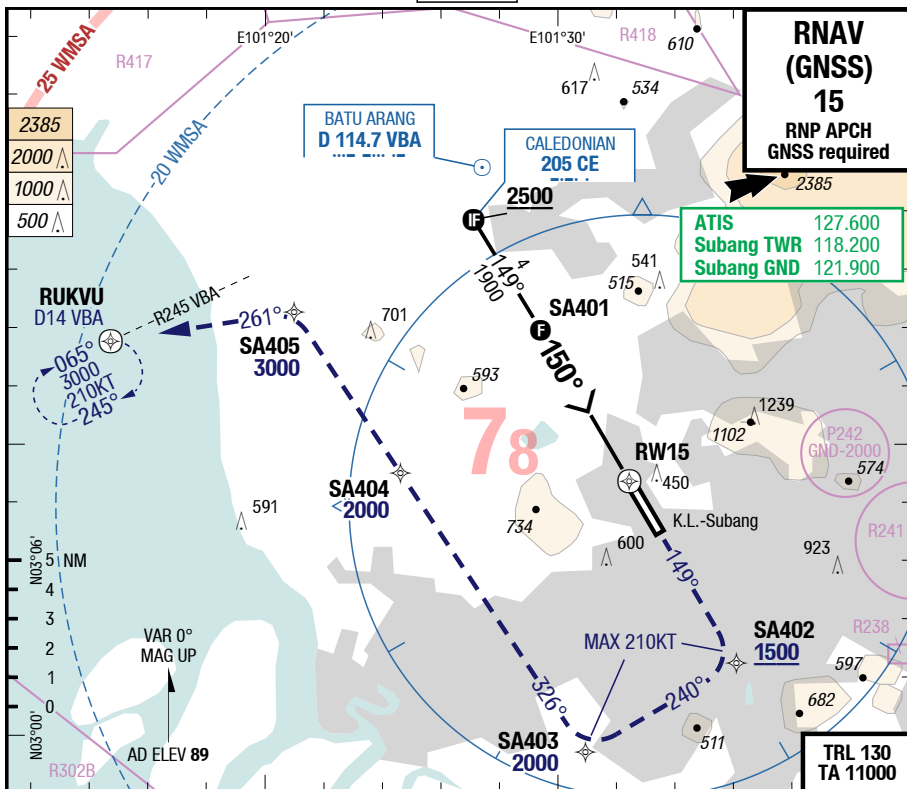
| 15 | | Cat 1 DME 1) | LOC DME | | | | Circling |
|-----------|-----------------|-------------------------|-------------------------|--|--|--|----------------------------|
| C | ft - m/km ft | 220 - 550 290 | 430 - 1.3 500 | | | | 1160 - 2.4V 1240 |
| D | ft - m/km ft | 230 - 550 300 | 430 - 1.3 500 | | | | 1620 - 3.6V 1700 |

1) FD or AP or HGS to DA required, else use RVR 750m

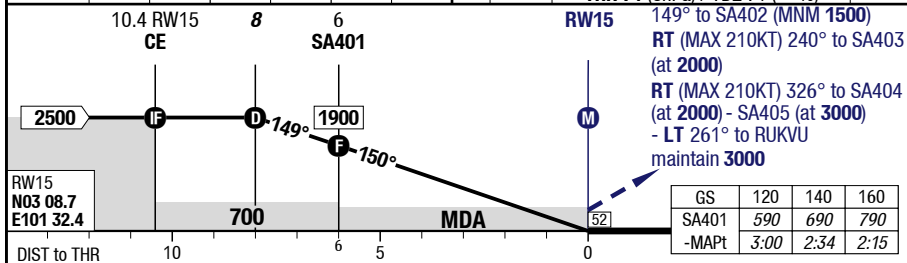
SZB-WMSA

7-30

RNAV (GNSS) 15



| | | | | | | | |
|--|---|---|---|---|---|---|--|
| 2.80° RW15 150° RWY 149° | 8 | 7 | 5 | 4 | 3 | 2 | |
|--|---|---|---|---|---|---|--|



| 15 | | RNAV GNSS VNAV ACFT MAX 65/7 | RNAV GNSS VNAV 1) 2) 3) 4) | RNAV GNSS LNAV 3) | | | Circling 3) |
|----|-----------------|------------------------------------|----------------------------------|-------------------------|--|--|---------------------|
| C | ft - m/km ft | 470 - 1.5 540 1) 2) 3) 4) | 480 - 1.5 550 | 520 - 1.6 590 | | | 1160 - 2.4V 1240 |
| D | ft - m/km ft | 480 - 1.5 550 1) 2) 3) 4) | 480 - 1.5 550 | 520 - 1.6 590 | | | 1620 - 3.6V 1700 |

1) SBAS use for VNAV not applicable or not authorized

3) Use with Subang (WMSA) QNH only

2) Uncompensated BARO VNAV NA below 23°C (73°F)

4) With EVS 1.0km

Changes: Nil

14-JUN-2018

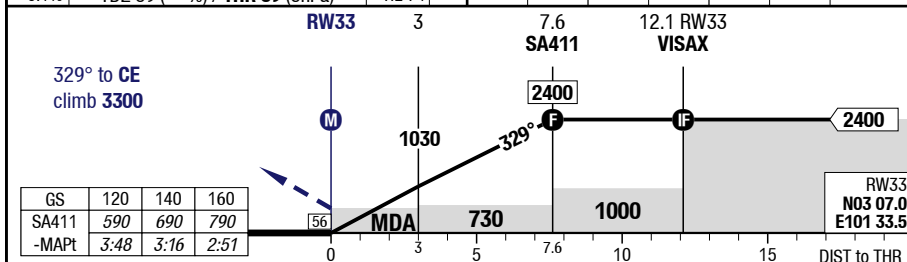
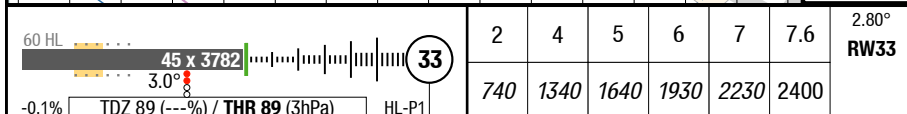
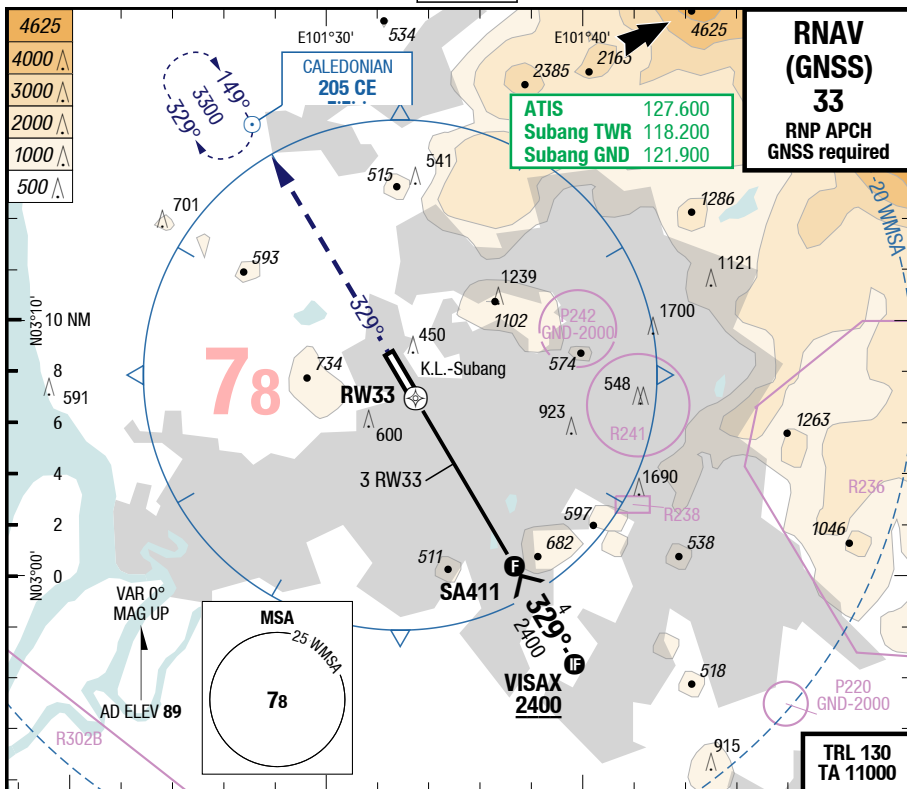
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IAC

SZB-WMSA

7-40

RNAV (GNSS) 33



| 33 | | RNAV GNSS VNAV ACFT MAX 65/7 | RNAV GNSS VNAV (1) 2) 3) 4) | RNAV GNSS LNAV 3) | Circling 3) | |
|----|-----------------|------------------------------------|-----------------------------------|------------------------------|----------------|---------------------|
| C | ft - m/km ft | 300 - 750 380 1) 2) 3) 4) | 310 - 750 390 1) 2) 3) 4) | 510 - 1.6 590 1) 2) 3) 4) | | 1160 - 2.4V 1240 |
| D | ft - m/km ft | 310 - 750 390 1) 2) 3) 4) | 310 - 750 390 1) 2) 3) 4) | 510 - 1.6 590 1) 2) 3) 4) | | 1620 - 3.6V 1700 |

1) SBAS use for VNAV not applicable or not authorized
2) Uncompensated BARO VNAV NA below 23°C (73°F)
3) Use with Subang (WMSA) QNH only
4) With EVS 550m

Changes: Nil

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NDB 15

