

**GENERAL****Operational Hours****ATS Hours / AD Operator Hours:** 2200-1400**Airport Information**

**RFF:** CAT 7  
**Fuel:** 2200-1300  
**PCN:** RWY 13/31: 61 F/C/X/T  
**Customs:** 2200-1330

**Operation****RWY Restriction**

Locked wheel turn on RWY 13/31 is prohibited.

**TWY Restriction**

TWY C width 15m / 49ft.

**Taxi/Parking**

APN restricted to code letter E ACFT (A330).

Visual Docking Guidance System (VDGS) AVBL at stands 2, 2A, 2B, 3, 3A and 3B.

**Engine Run-up Areas**

ENG test area located at stand 1 and 6.

**Warnings**

Do not overfly ammunition depot below 500ft. The depot is situated D3.7 on R328 from VSI VOR/DME.

**DEPARTURE****Take-off Minima**

RWY		13/31	
All ACFT	ft - m/km	0 - 400V	-

**Communication**

Contact director after airborne as soon as practicable before passing 2000ft on FREQ 122.600 and report:

- SID IDENT or assigned HDG.
- Last LVL vacated to the nearest 100ft and the assigned ALT.

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

REQ ATC CLR from SIBU GND 5 min before ENG start-up.

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AGC  
AFC

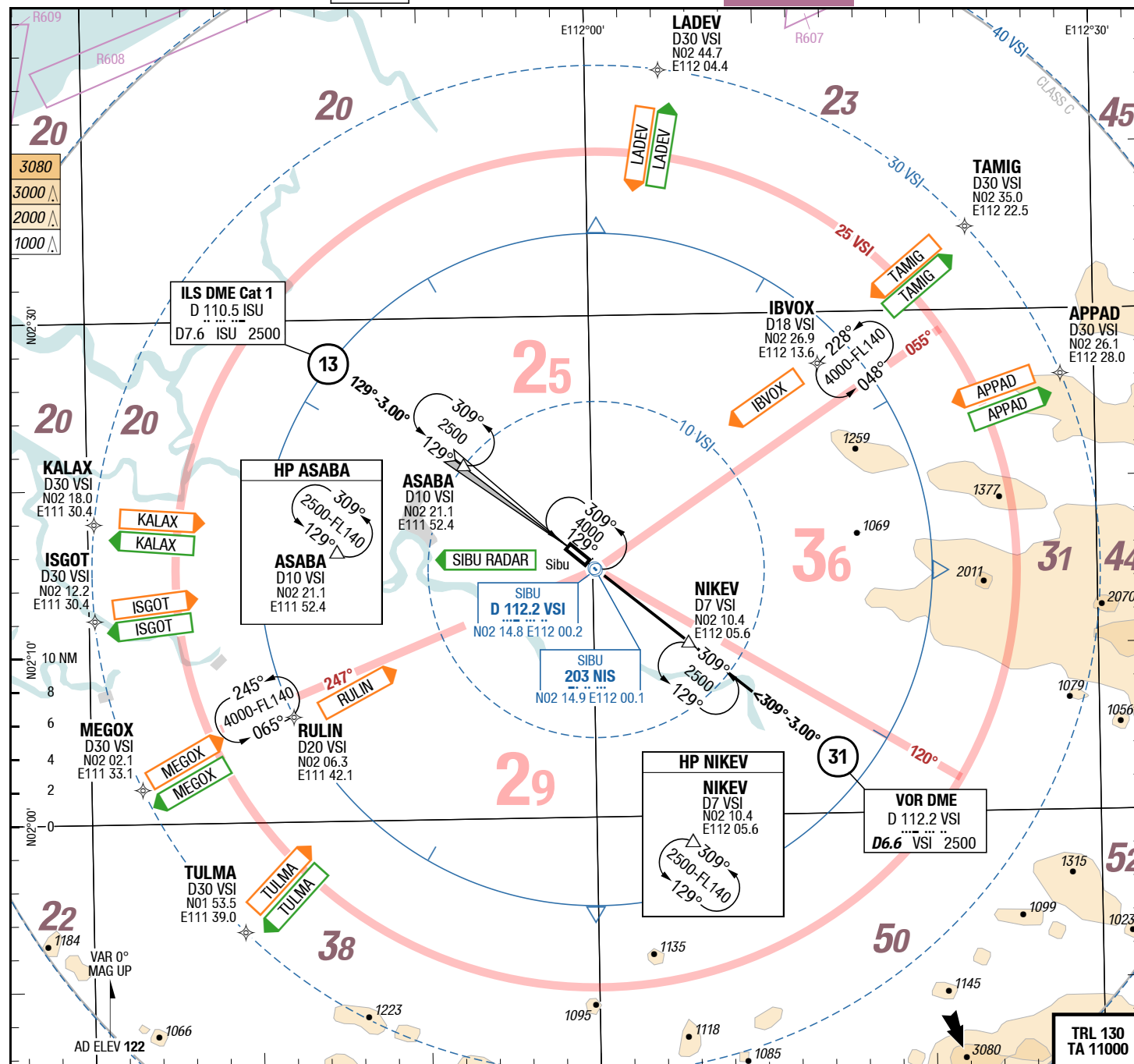
AFC

AFC

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AGC  
AFC

2-10



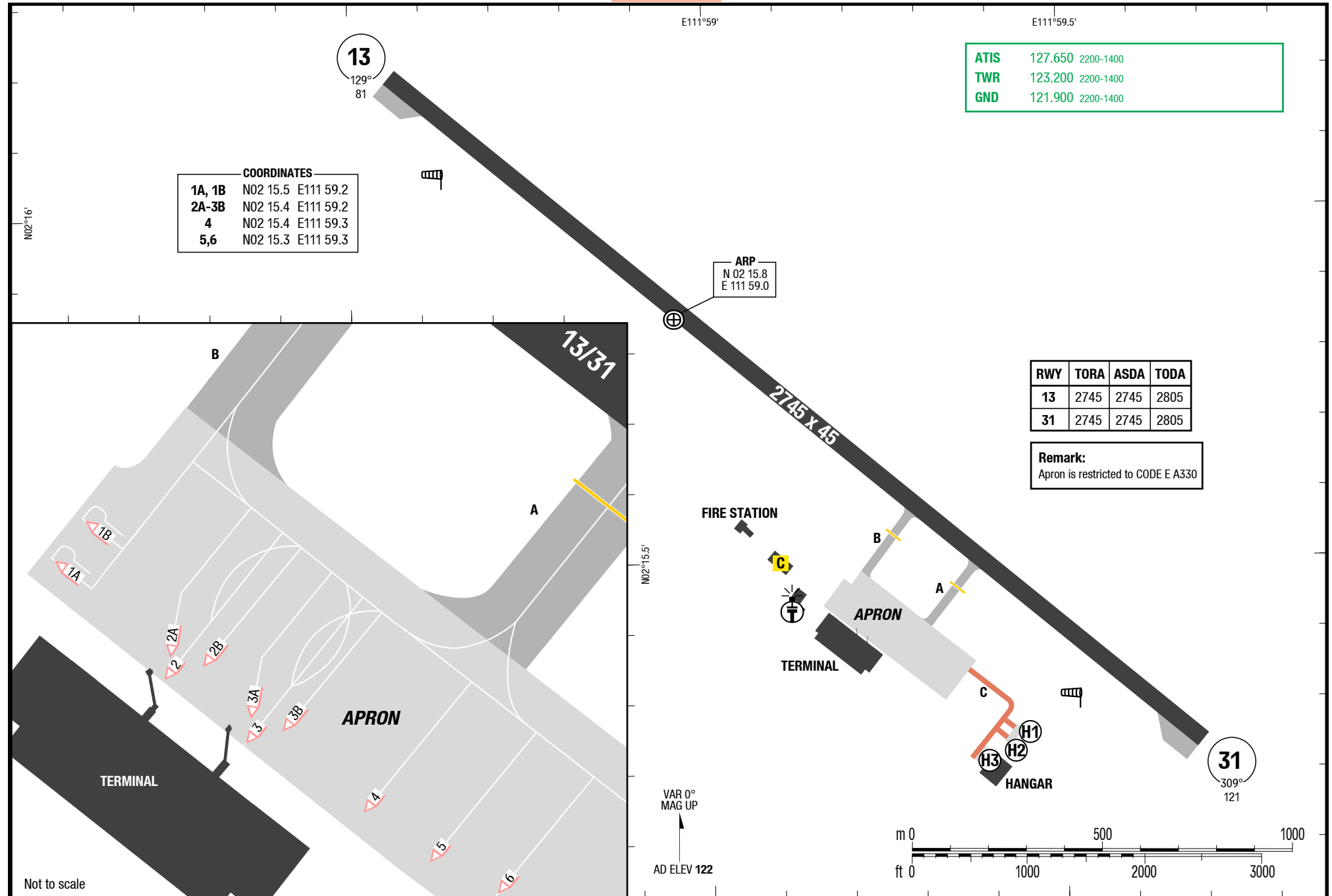
ATIS 127.650 2200-1400  
DIR 122.600 2200-1400  
124.400 2200-1400  
TWR 123.200 2200-1400  
GND 121.900 2200-1400

Landing RWY system:

13 2745 x 45 83.0°  
HL-P1 THR 81 (3hPa) / TDZ 69 (---%) +0.4%

60 HL 45 x 2745 3.0°  
-0.4% TDZ 121 (---%) / THR 121 (4hPa) HL-S 31

3-20



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SIDs RWY 31

## SIDs RWY 13

SID

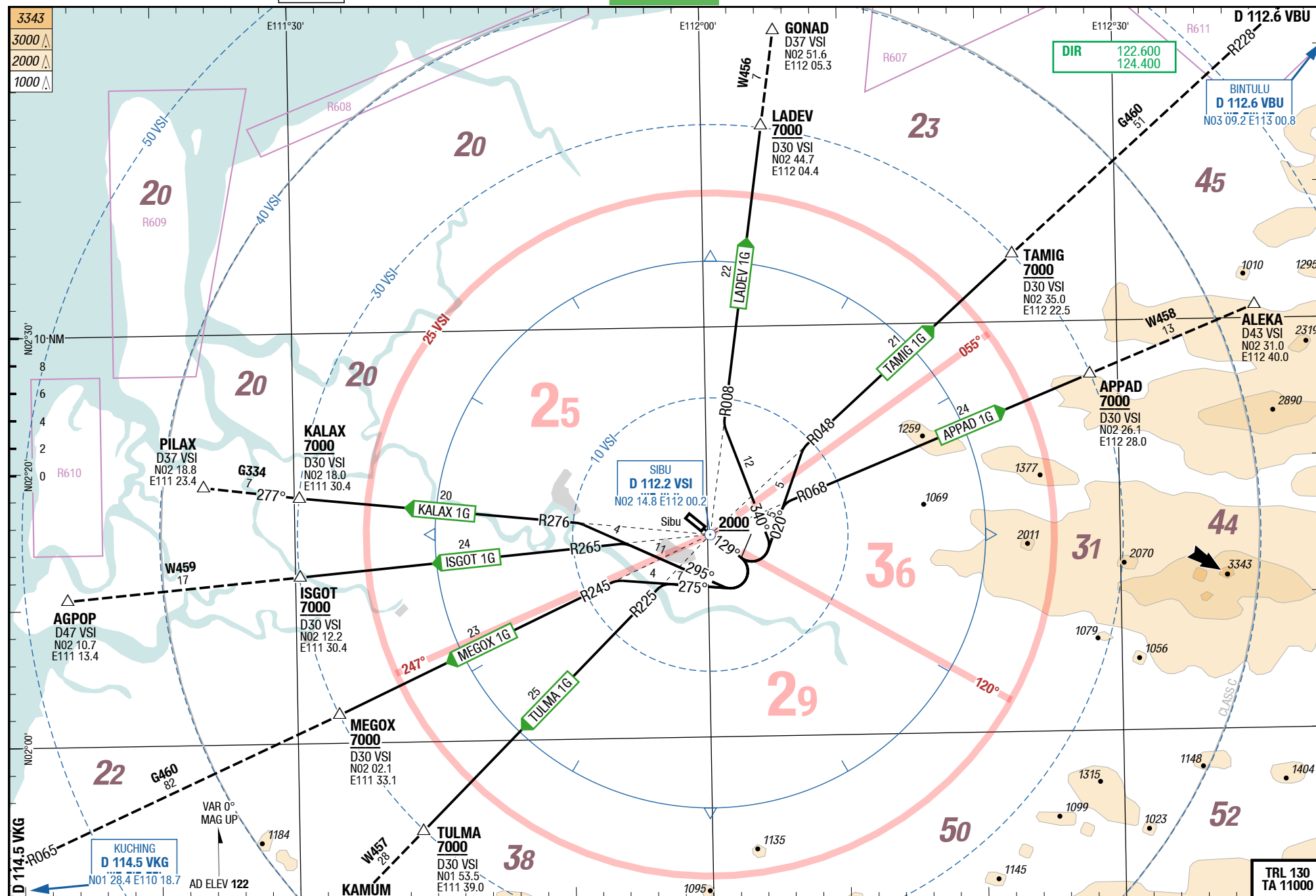
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## SIDs RWY 31

## SIDs RWY 13

**4-10**



Changes: Editorial

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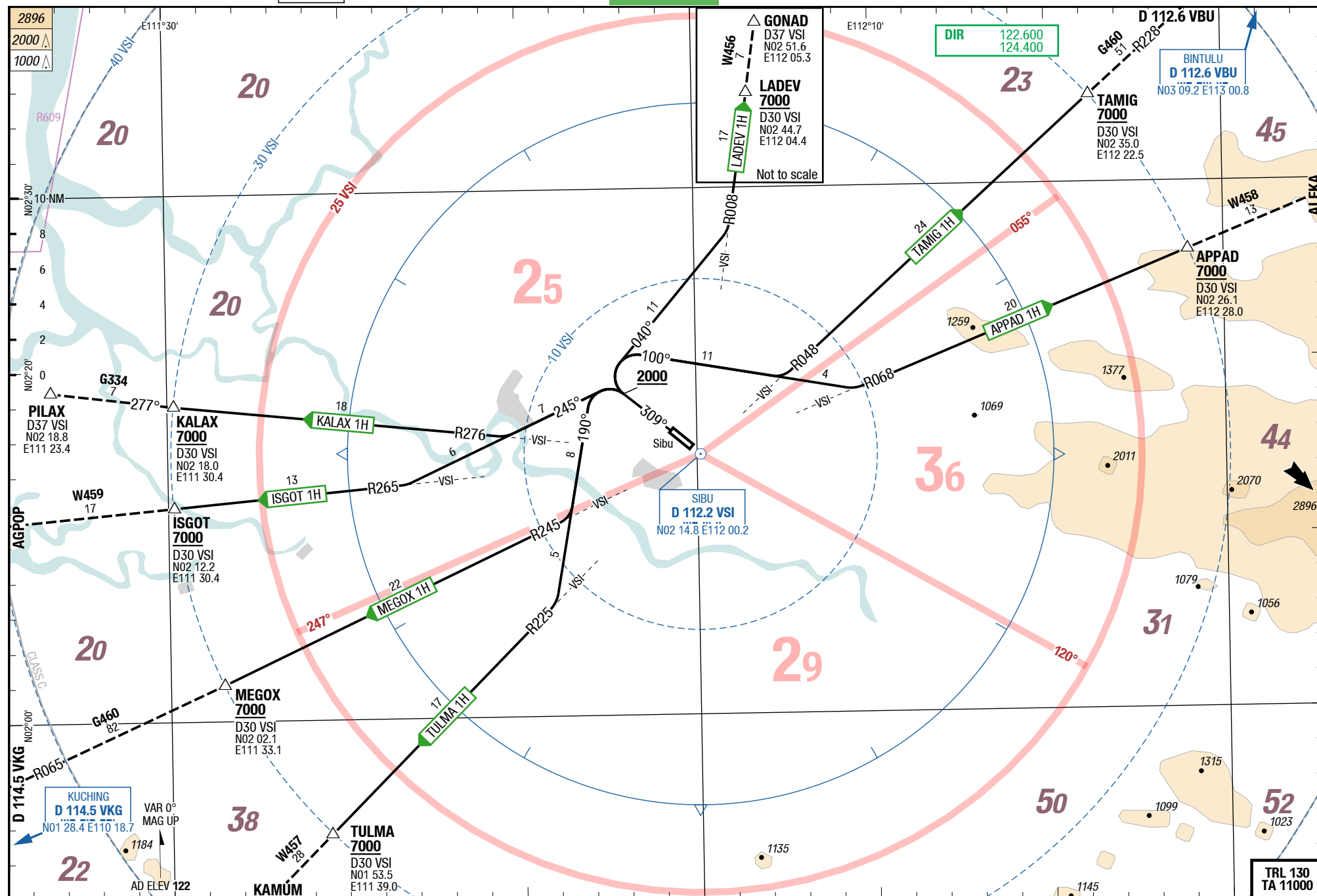
## SBW-WBGS

## SIDs RWY 31

SID

SID

## SIDs RWY 31



Changes: Editorial

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**SBW-WBGS**

5-10

**SIDs RWY 13**

**APPAD 1G / ISGOT 1G / KALAX 1G / LADEV 1G / MEGOX 1G / TAMIG 1G / TULMA 1G**  
RWY 13 (129°)

**After take-off, contact DIR**

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 13</b>	
<b>APPAD 1G</b> <b>122.600</b>	at MNM <b>2000</b> LT 020° intercept R068 <b>VSI</b> to APPAD	APPAD MNM <b>7000</b> <b>initial climb 6000</b>
<b>ISGOT 1G</b> <b>122.600</b>	at MNM <b>2000</b> RT 295° intercept R265 <b>VSI</b> to ISGOT	ISGOT MNM <b>7000</b> <b>initial climb 6000</b>
<b>KALAX 1G</b> <b>122.600</b>	at MNM <b>2000</b> RT 295° intercept R276 <b>VSI</b> to KALAX	KALAX MNM <b>7000</b> <b>initial climb 6000</b>
<b>LADEV 1G</b> <b>122.600</b>	at MNM <b>2000</b> LT 340° intercept R008 <b>VSI</b> to LADEV	LADEV MNM <b>7000</b> <b>initial climb 6000</b>
<b>MEGOX 1G</b> <b>122.600</b>	at MNM <b>2000</b> RT 275° intercept R245 <b>VSI</b> to MEGOX	MEGOX MNM <b>7000</b> <b>initial climb 6000</b>
<b>TAMIG 1G</b> <b>122.600</b>	at MNM <b>2000</b> LT 020° intercept R048 <b>VSI</b> to TAMIG	TAMIG MNM <b>7000</b> <b>initial climb 6000</b>
<b>TULMA 1G</b> <b>122.600</b>	at MNM <b>2000</b> RT 275° intercept R225 <b>VSI</b> to TULMA	TULMA MNM <b>7000</b> <b>initial climb 6000</b>

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5-20

**SIDs RWY 31**

**APPAD 1H / ISGOT 1H / KALAX 1H / LADEV 1H / MEGOX 1H / TAMIG 1H / TULMA 1H**  
**RWY 31 (309°)**

**After take-off, contact DIR**

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 31</b>	
<b>APPAD 1H</b> <b>122.600</b>	at MNM <b>2000 RT</b> 100° intercept R068 <b>VSI</b> to APPAD	APPAD MNM <b>7000</b> <b>initial climb 6000</b>
<b>ISGOT 1H</b> <b>122.600</b>	at MNM <b>2000 LT</b> 245° intercept R265 <b>VSI</b> to ISGOT	ISGOT MNM <b>7000</b> <b>initial climb 6000</b>
<b>KALAX 1H</b> <b>122.600</b>	at MNM <b>2000 LT</b> 245° intercept R276 <b>VSI</b> to KALAX	KALAX MNM <b>7000</b> <b>initial climb 6000</b>
<b>LADEV 1H</b> <b>122.600</b>	at MNM <b>2000 RT</b> 040° intercept R008 <b>VSI</b> to LADEV	LADEV MNM <b>7000</b> <b>initial climb 6000</b>
<b>MEGOX 1H</b> <b>122.600</b>	at MNM <b>2000 LT</b> 190° intercept R245 <b>VSI</b> to MEGOX	MEGOX MNM <b>7000</b> <b>initial climb 6000</b>
<b>TAMIG 1H</b> <b>122.600</b>	at MNM <b>2000 RT</b> 100° intercept R048 <b>VSI</b> to TAMIG	TAMIG MNM <b>7000</b> <b>initial climb 6000</b>
<b>TULMA 1H</b> <b>122.600</b>	at MNM <b>2000 LT</b> 190° intercept R225 <b>VSI</b> to TULMA	TULMA MNM <b>7000</b> <b>initial climb 6000</b>



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5-30

**SIDs Sibu Radar One****SIDPT****SIBU RADAR 1**

RWYs 13 (129°) / 31 (309°)

**After take-off, contact DIR**

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 13</b>	
<b>SIBU RADAR 1 122.600</b>	130° - at MNM <b>2500</b> turn to assigned HDG	<b>initial climb 6000</b>
	<b>Runway 31</b>	
<b>SIBU RADAR 1 122.600</b>	310° - at MNM <b>2000</b> turn to assigned HDG	<b>initial climb 6000</b>

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RNAV STARs RWY 31

6-10

RNAV STARs RWY 13

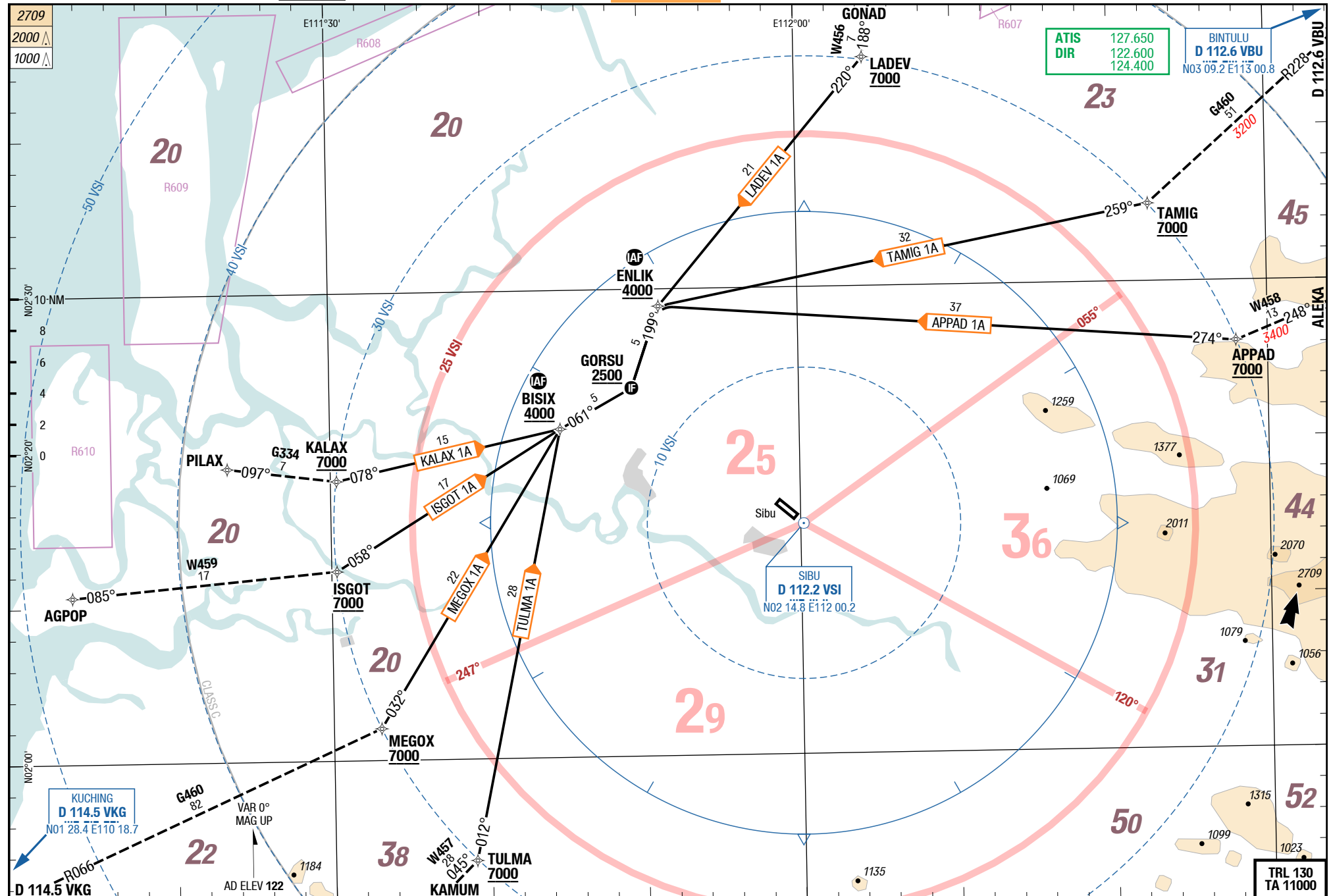
STAR

STAR

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RNAV STARs RWY 31

RNAV STARs RWY 13



13-JUL-2017  
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Malaysia **Sibu** Sibul Sarawak

6-20

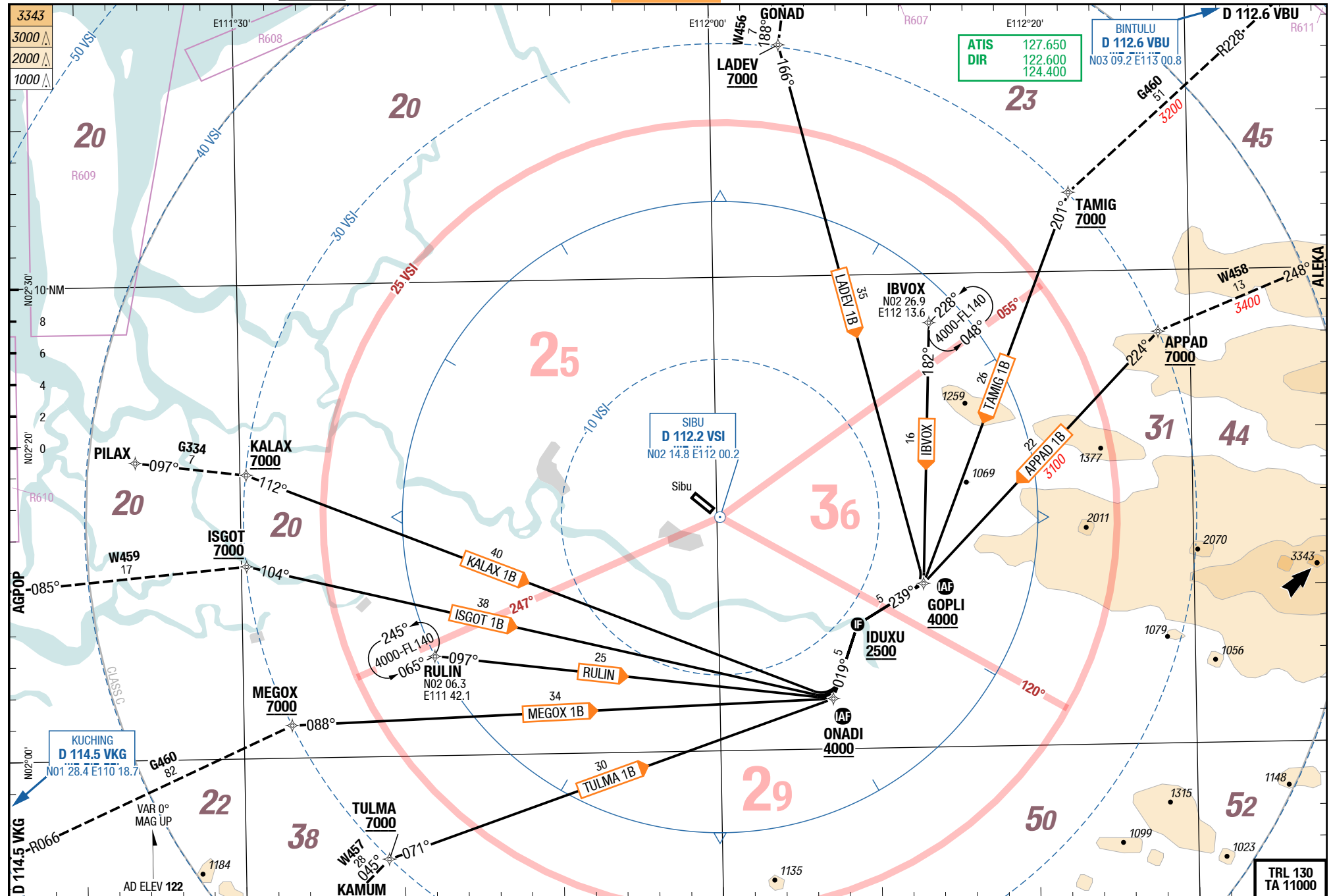
RNAV STARs RWY 31

STAR

STAR

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RNAV STARs RWY 31



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SBW-WBGS

6-30

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STARs RWY 31

STARs RWY 13

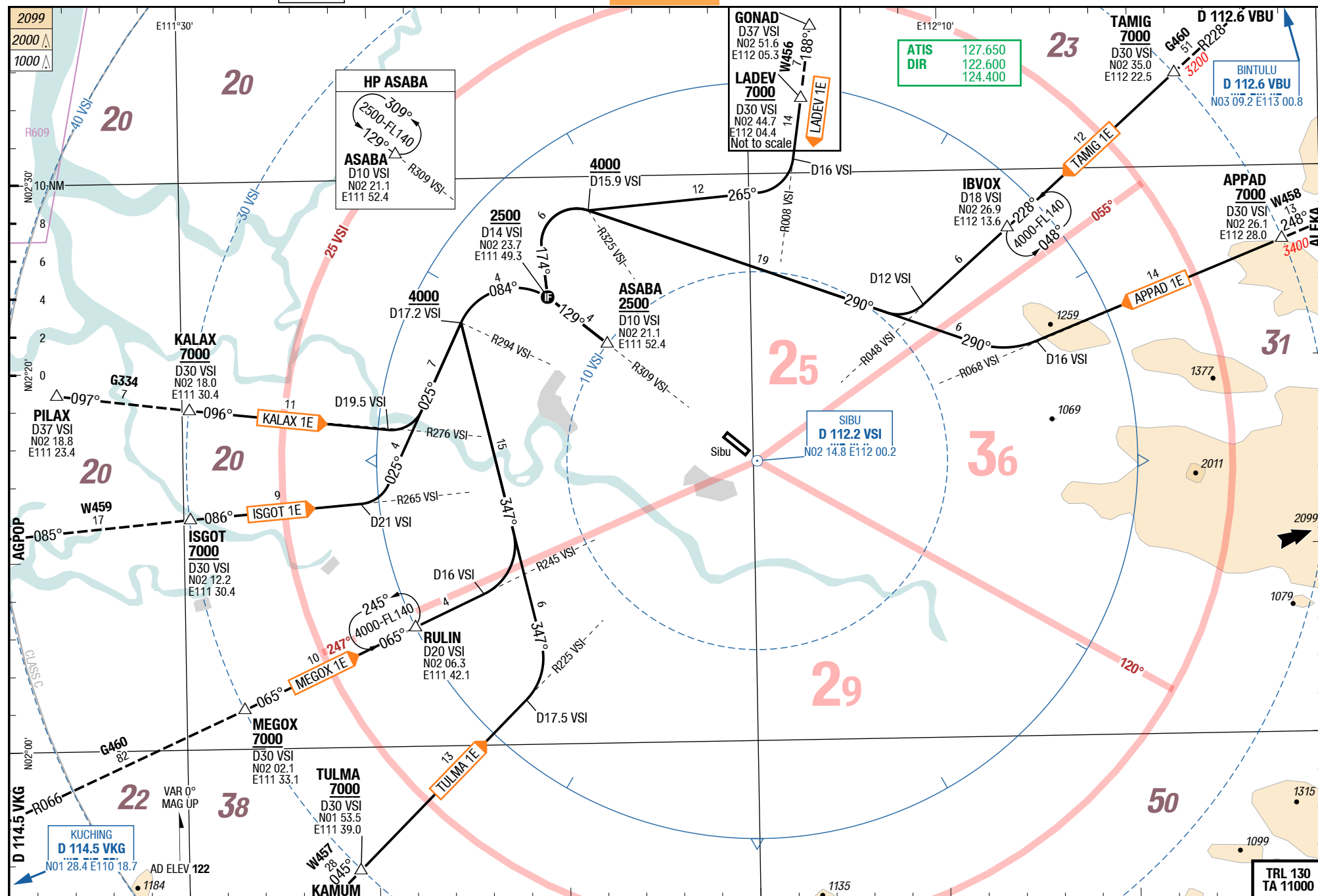
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STARs RWY 31

STARs RWY 13



Changes: Editorial

13-JUL-2017  
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STAR

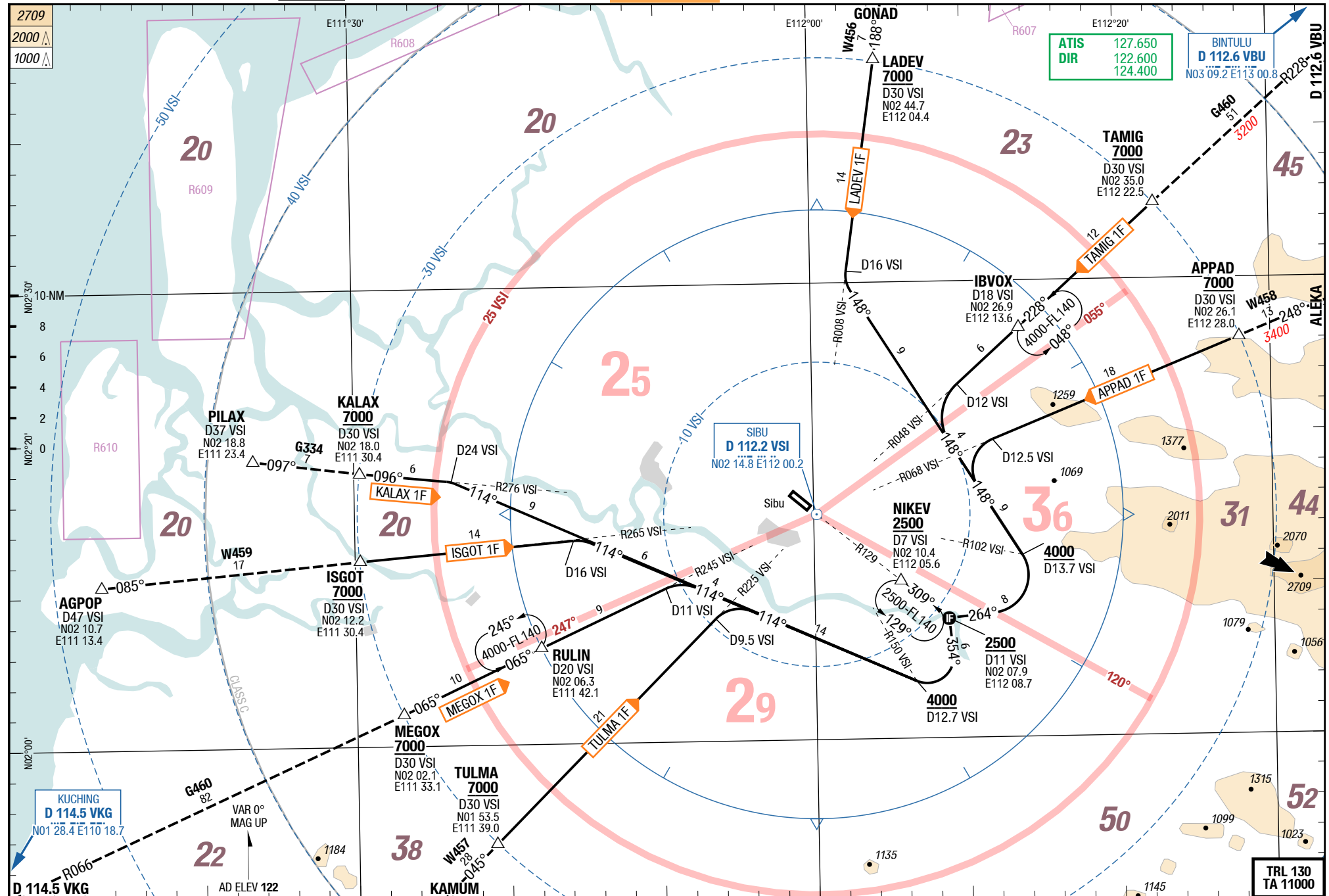
STAR

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STARs RWY 31

6-40

STARs RWY 31





**13-JUL-2017**

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NIL

# STAR

# STAR

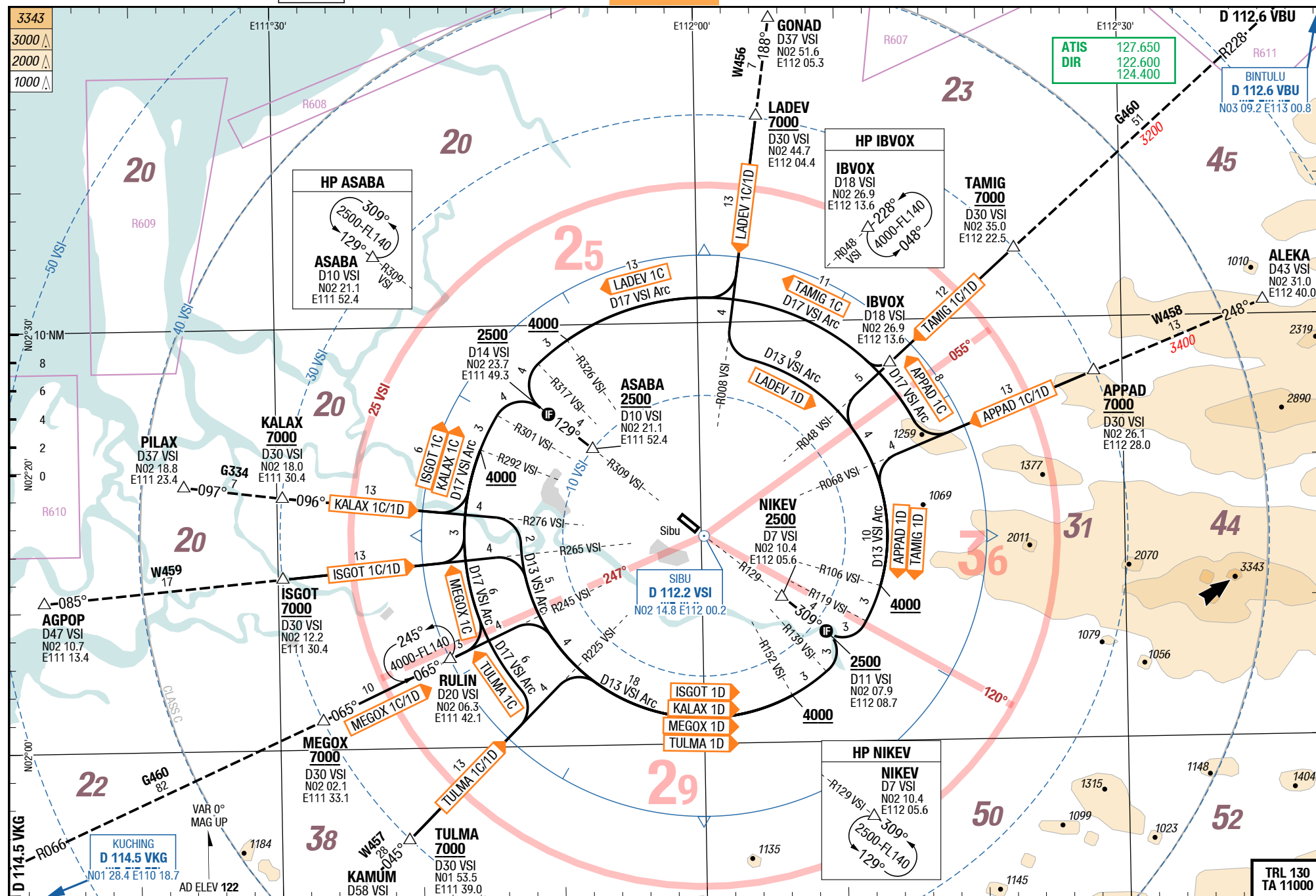
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NIL

## STARs (based on Arc)

**6-50**

### STARs (based on Arc)



Changes: Editorial

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## ILS DME 13



<b>13</b>		<b>Cat 1 DME</b> 1) 2)	<b>LOC DME</b>				<b>Circling</b>
C	ft - m/km ft	200 - 550 <b>290</b>	450 - 1.4 <b>530</b>				640 - 2.4V <b>760</b>
D	ft - m/km ft	200 - 550 <b>290</b>	450 - 1.4 <b>530</b>				700 - 3.6V <b>830</b>

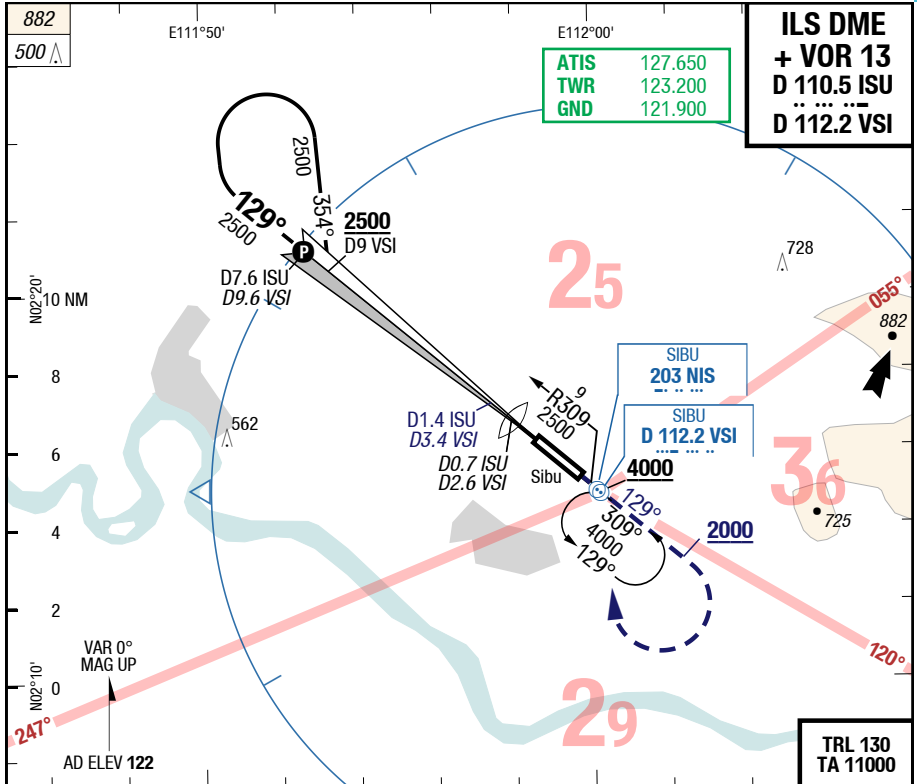
Changes: VAR, THR ELEV, Profile, ROD, Editorial

18-AUG-2016

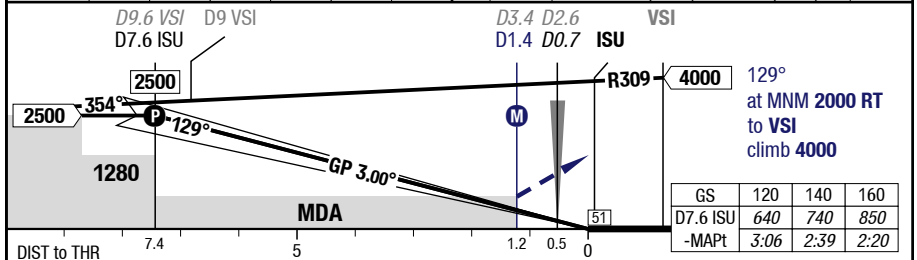
**SBW-WBGs**

7-20

**ILS DME + VOR 13**



LOC 3.00°	7.6	6	5	4	3	2	13	83.0°	60 HL
D ISU	2500	1990	1670	1350	1040	720	2745 x 45		
	D9.6 VSI	D9 VSI					THR 81 (3hPa) / TDZ 69 (---%)	+0.4%	



13	Cat 1 DME 1) 2)	LOC DME				Circling
C	ft - m/km ft	200 - 550 290	450 - 1.4 530			640 - 2.4V 760
D	ft - m/km ft	200 - 550 290	450 - 1.4 530			700 - 3.6V 830

1) With EVS 550m  
 2) FD, AP or HGS required, else RVR 750m

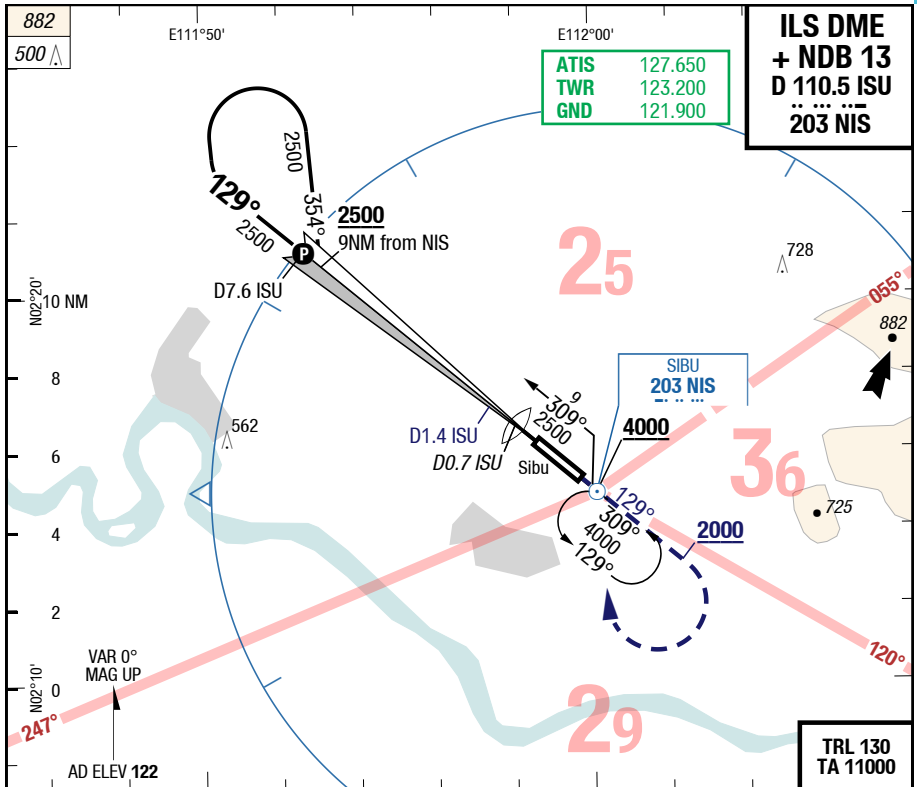


18-AUG-2016

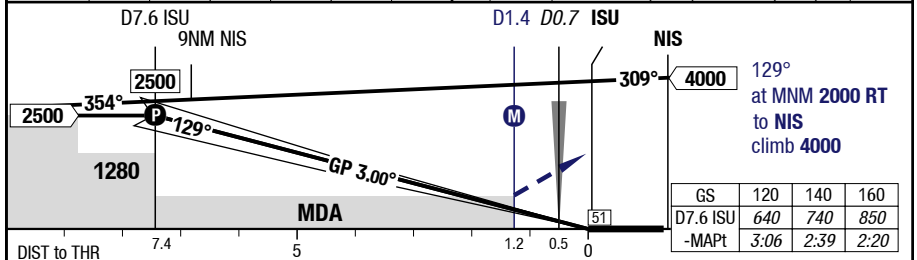
**SBW-WBGs**

7-30

**ILS DME + NDB 13**

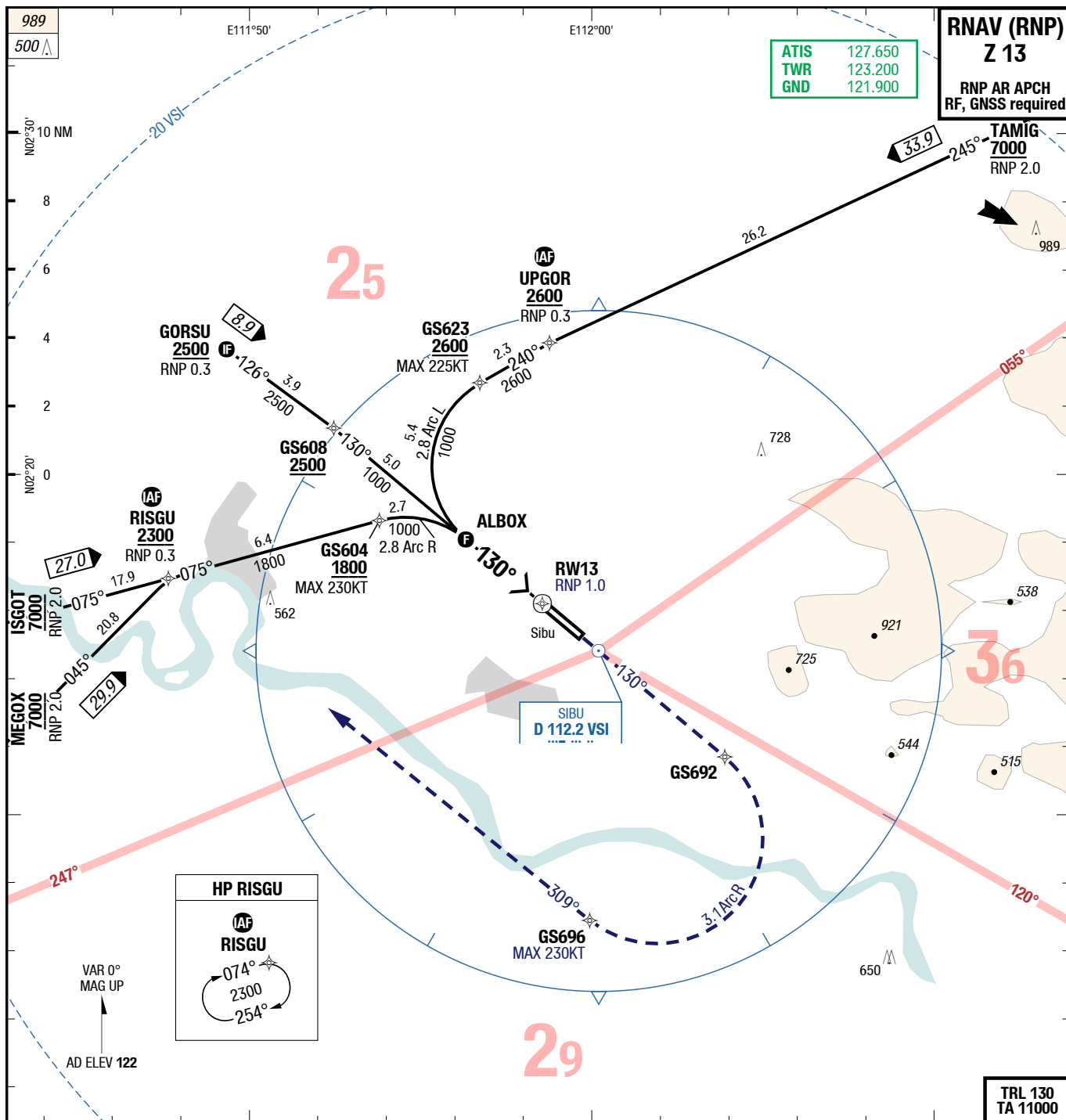


LOC 3.00°	7.6	6	5	4	3	2	13	83.0°	60 HL
D ISU	2500	1990	1670	1350	1040	720	2745 x 45		
							HL-P1	THR 81 (3hPa) / TDZ 69 (---%)	+0.4%



13	Cat 1 DME 1) 2)	LOC DME				Circling
C	ft - m/km ft	200 - 550 290	450 - 1.4 530			640 - 2.4V 760
D	ft - m/km ft	200 - 550 290	450 - 1.4 530			700 - 3.6V 830

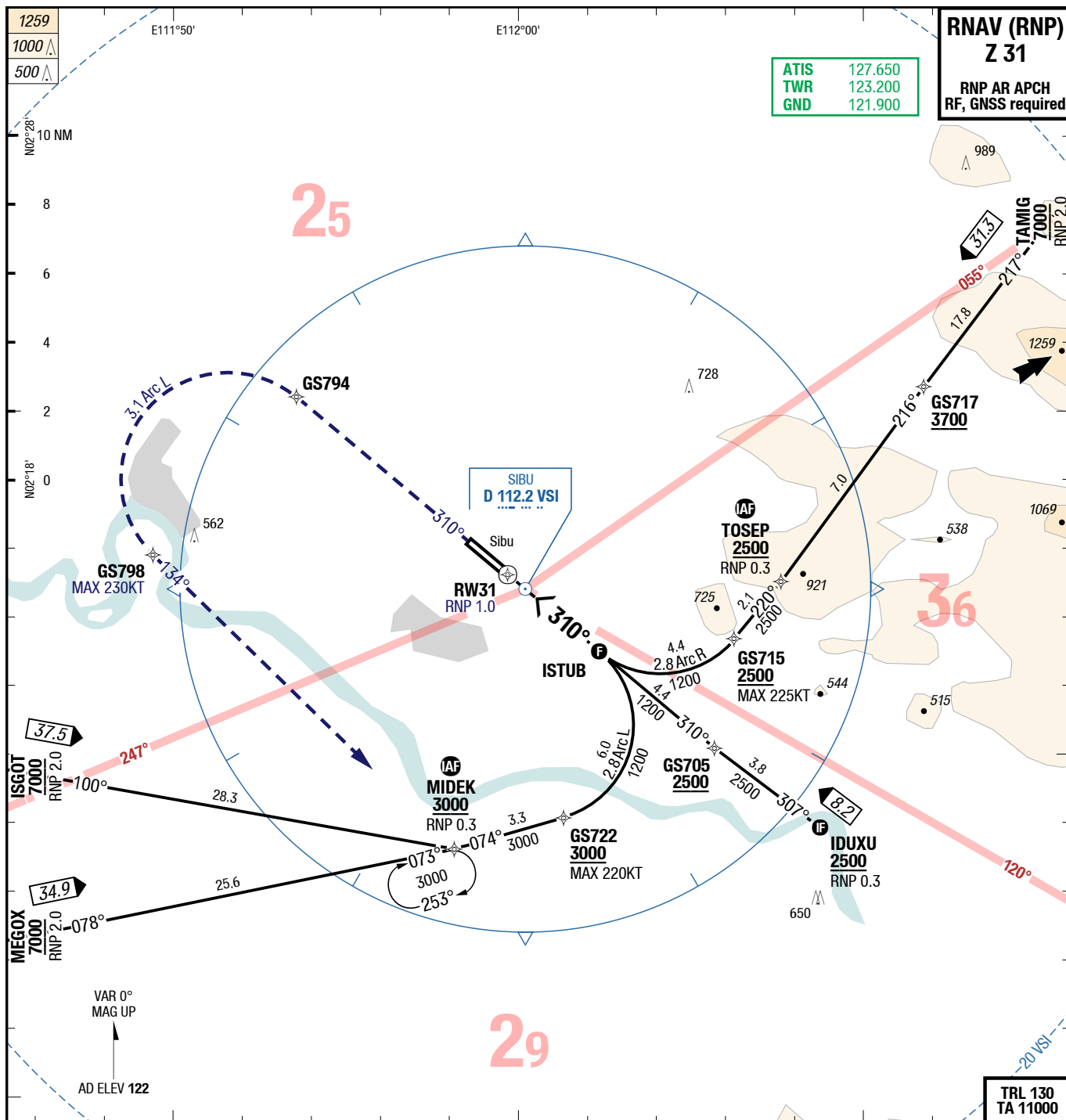
1) With EVS 550m  
2) FD, AP or HGS required, else RVR 750m



2.80°					2.9	2	13	83.0°	60 HL												
RW13								2745 x 45													
130°					1000	730															
RWY 129°							HL-P1	THR 81 (3hPa) / TDZ 69 (---%)	+0.4%												
<div><div><div>2.9 RW13 ALBOX</div><div>at 1000</div><div>1000</div><div>130°</div><div>DA</div><div>51</div></div><div><div>RW13</div><div>GS692 [R] - GS696 [K230-] - RISGU [A2300+]</div><div>130° to GS692 - GS696 (MAX 230KT) - RISGU - climb 2300</div><div><table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td></td><td>590</td><td>690</td><td>790</td></tr><tr><td></td><td></td><td></td><td></td></tr></table></div></div></div> <div><div>DIST to THR</div><div>2.9</div><div>0</div></div>										GS	120	140	160		590	690	790				
GS	120	140	160																		
	590	690	790																		
13	RNAV RNP 0.30 VNAV 1) 2) 3)								Circling												
C	ft - m/km ft	490 - 1.5 580							Not published												
D	ft - m/km ft	490 - 1.5 580							Not published												

1) Uncompensated BARO VNAV NA below 20°C (68°F) or above 36°C (96°F) 2) Use with SIBU (WBGS) QNH only 3) With EVS 1.0km

1) Uncompensated BARO VNAV NA below 20°C (68°F) or above 36°C (96°F) 2) Use with SIBU (WBGS) QNH only 3) With EVS 1.0km



60 HL	45 x 2745	31	2	3	3.5	2.80°
3.0°	420	HL-S	770	1060	1200	RW31
-0.4%	TDZ 121 (---%) / THR 121 (4hPa)					310°
						RWY 309°

GS794 [L] - GS798 [K230] -  
MIDEK [A3000+]

310° to GS794 -  
GS798 (MAX 230KT) -  
MIDEK - climb 3000

GS	120	140	160
	590	690	790

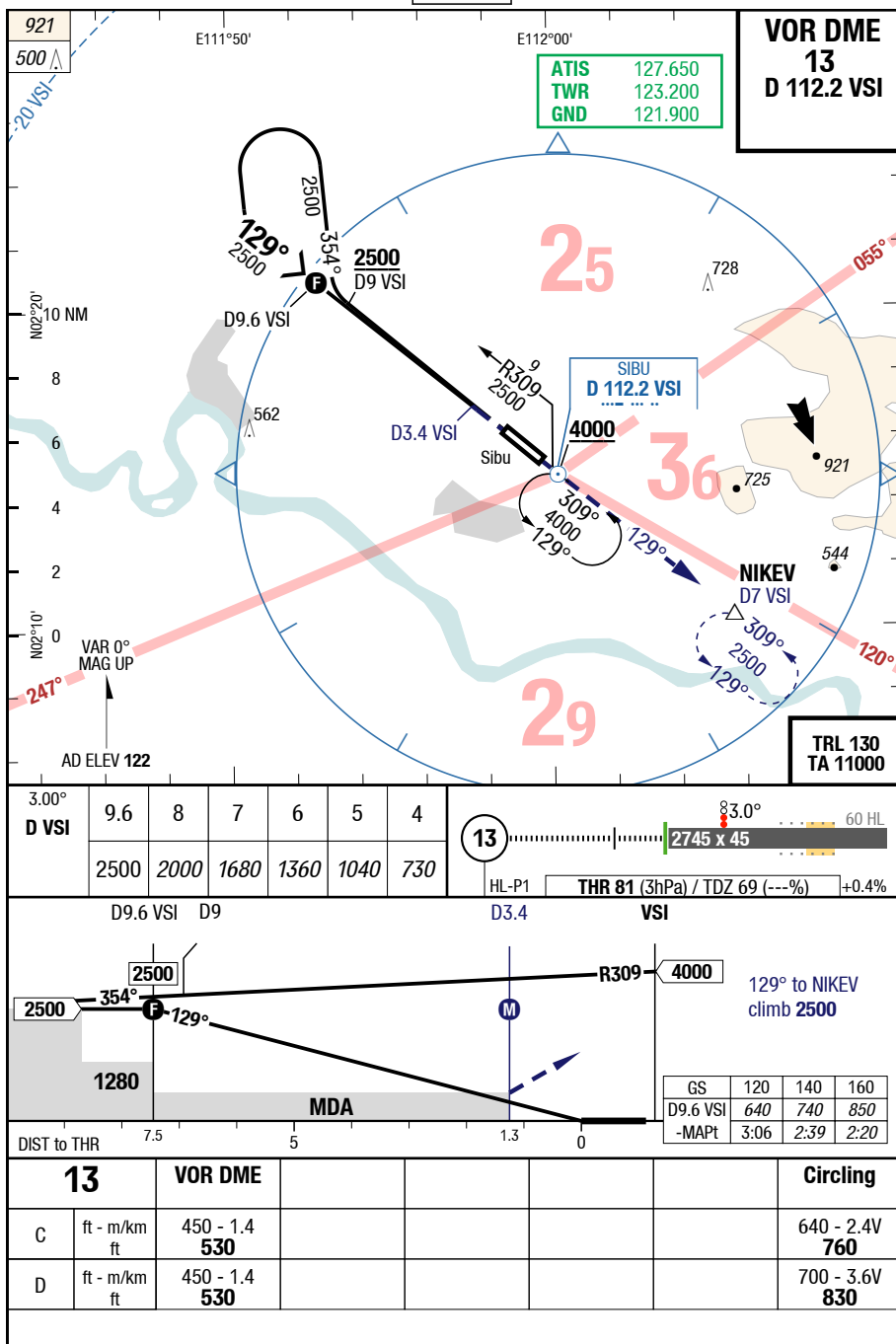
0 3.5 DIST TO THR

31	RNAV						Circling
	RNP 0.30 VNAV						
	1) 2) 3)						
C	ft - m/km	460 - 1.7					Not published
	ft	580					
D	ft - m/km	460 - 1.7					Not published
	ft	580					

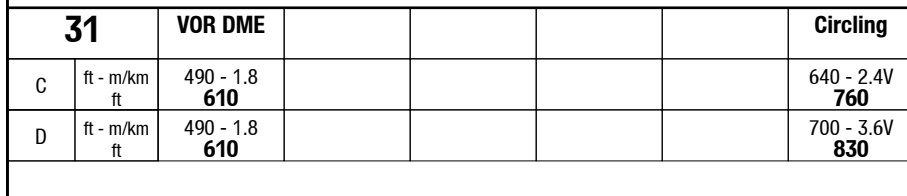
1) Uncompensated BARO VNAV NA below 20°C (68°F) or above 36°C (96°F) 2) Use with SIBU (WBGS) QNH only 3) With EVS 1.1km

**SBW-WBGs**

7-70

**VOR DME 13**

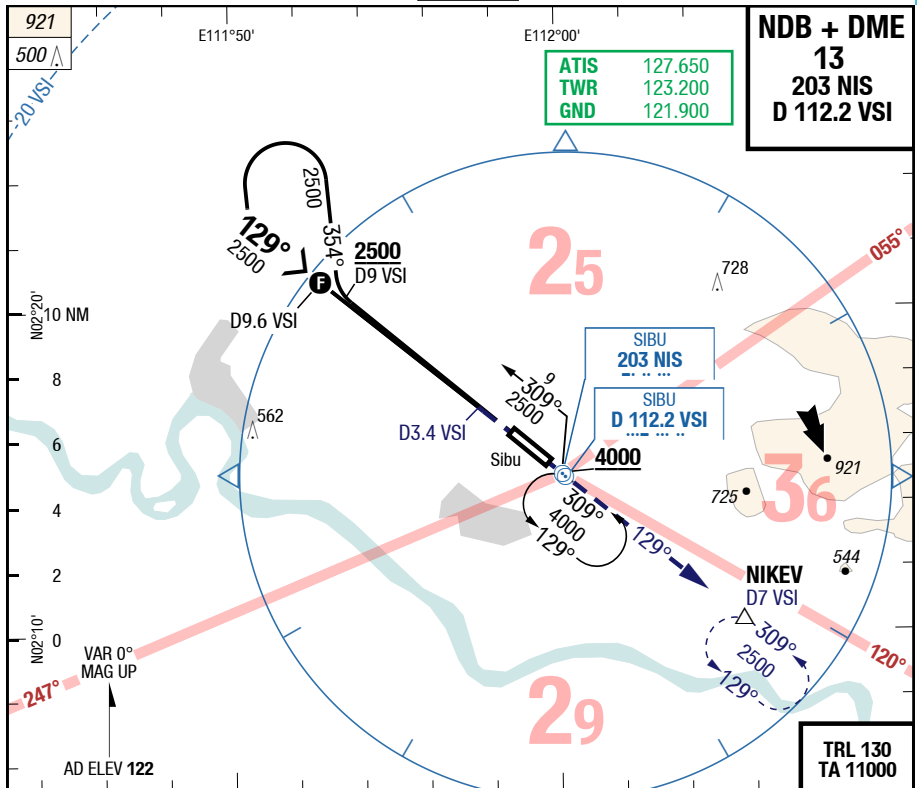
## VOR DME 31



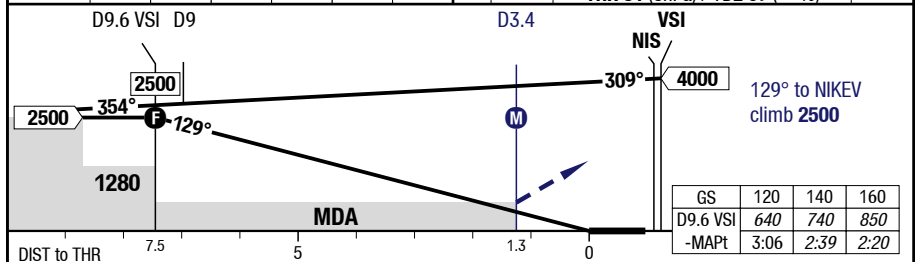
## SBW-WBGS

**7-90**

## NDB + DME 13



3.00° D VSI	9.6	8	7	6	5	4	<div><div><div>13</div><div>HL-P1</div></div><div><div>THR 81 (3hPa) / TDZ 69 (---)</div><div>+0.4%</div></div></div>
	2500	2000	1680	1360	1040	730	



<b>13</b>		<b>NDB DME</b> VSI					<b>Circling</b>
C	ft - m/km ft	450 - 1.4 <b>530</b>					640 - 2.4V <b>760</b>
D	ft - m/km ft	450 - 1.4 <b>530</b>					700 - 3.6V <b>830</b>

**SBW-WBGs****7-100****NDB + DME 31**