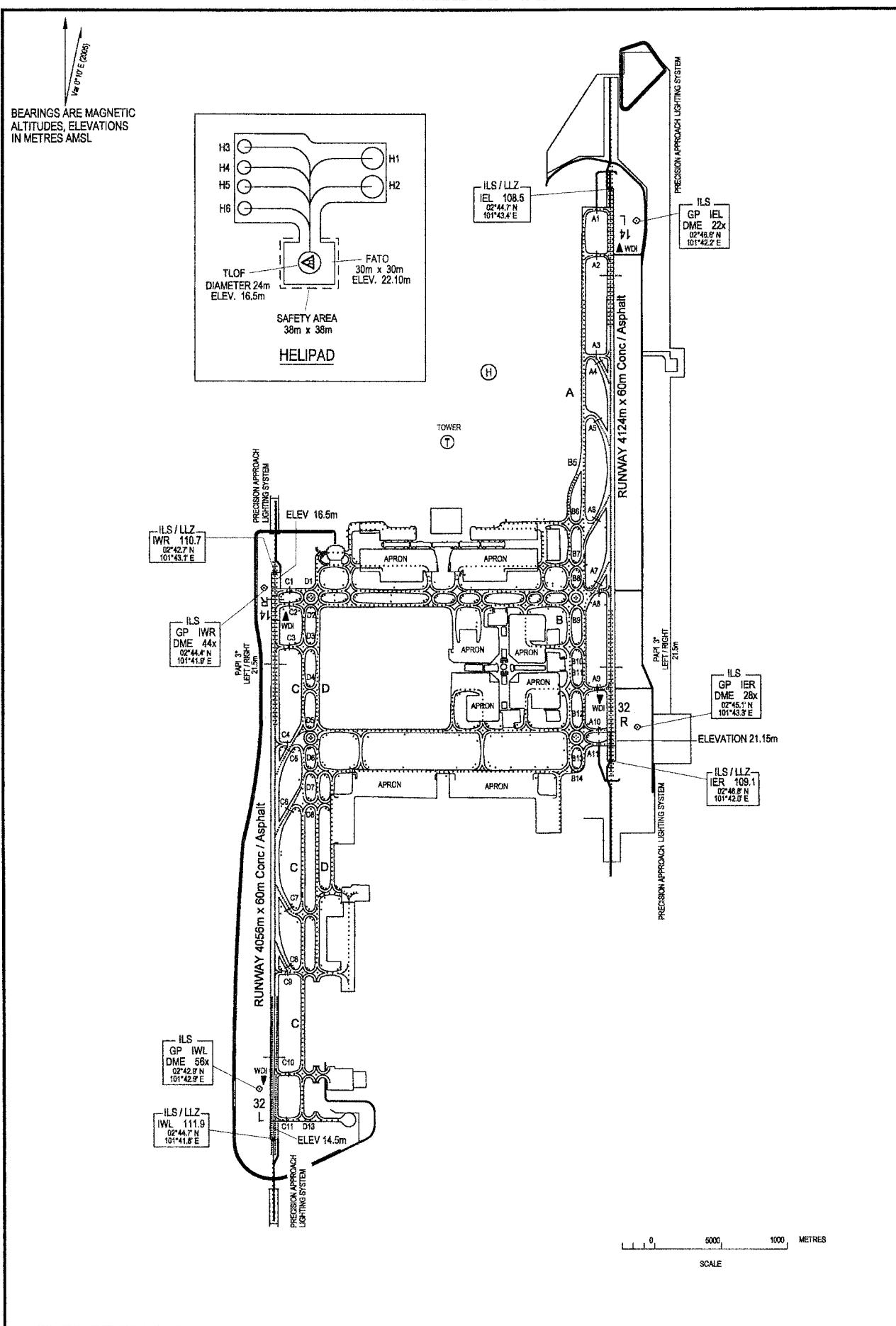


AERODROME GROUND
MOVEMENT CHART - ICAOELEVATION 21.15m
02° 44' 36" N
101° 41' 53" E

RUNWAY 32R/14L	RUNWAY 32L/14R
TWR 118.80	TWR 118.50
GROUND 121.65	GROUND 121.80

SEPANG /KL INTERNATIONAL
AIRPORT

ELEV
21.15m

TAXI ROUTES
ARRIVALS RUNWAY 14L

TWR	118.8
GROUND	121.65
APRON	122.15
APRON	122.85
APRON	122.275
APRON	123.25

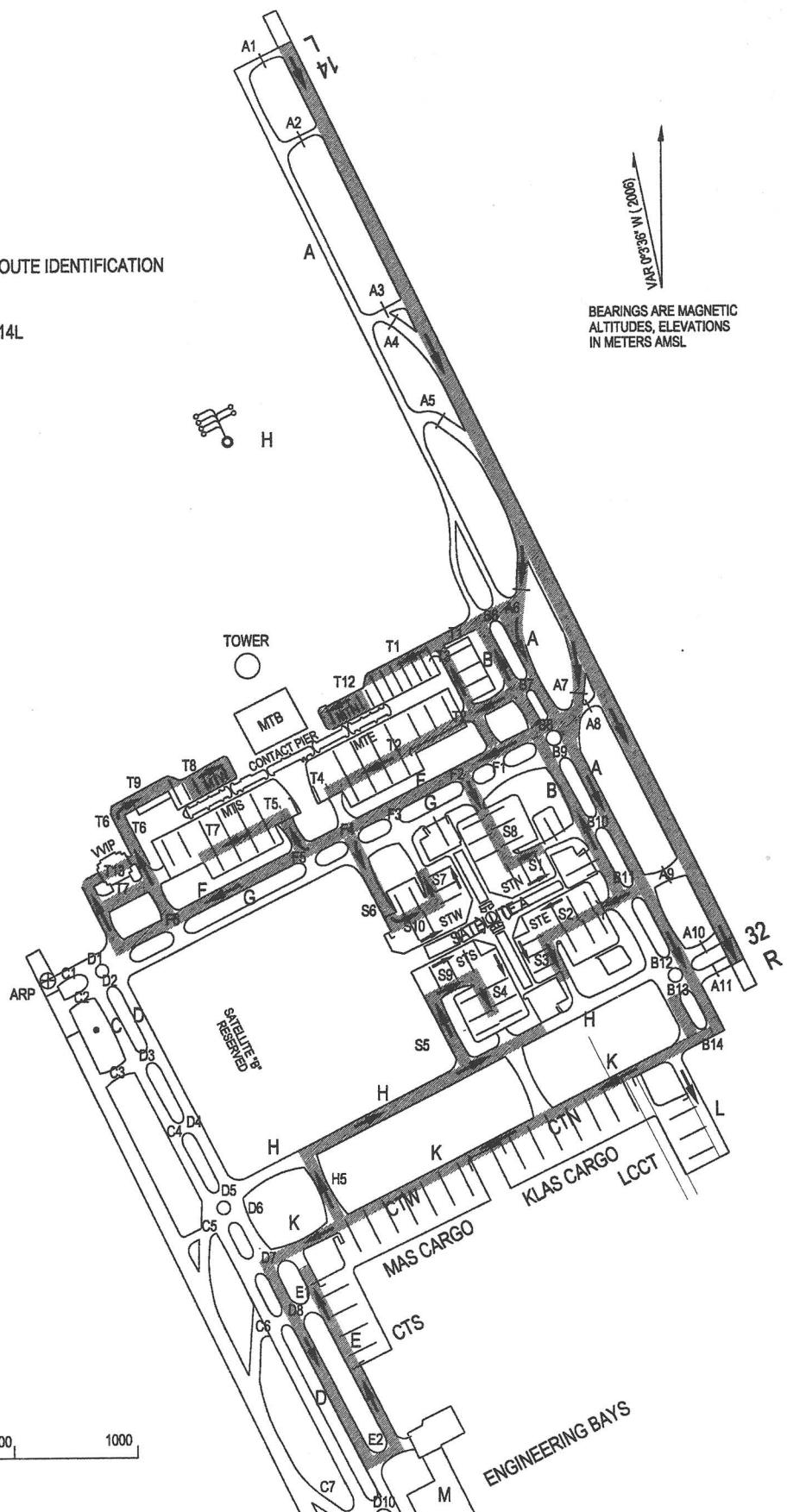
KL INTERNATIONAL AIRPORT, SEPANG

IN-BOUND TAXIING ROUTE IDENTIFICATION
IS BASED ON:

LANDING RUNWAY 14L

BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS
IN METERS AMSL

VAR 0.36°N (2006)



TAXI ROUTES
ARRIVALS RUNWAY 14R

ELEV
21.15m

TWR	118.5
GROUND	121.8
APRON	122.15
APRON	122.85
APRON	122.275
APRON	123.25

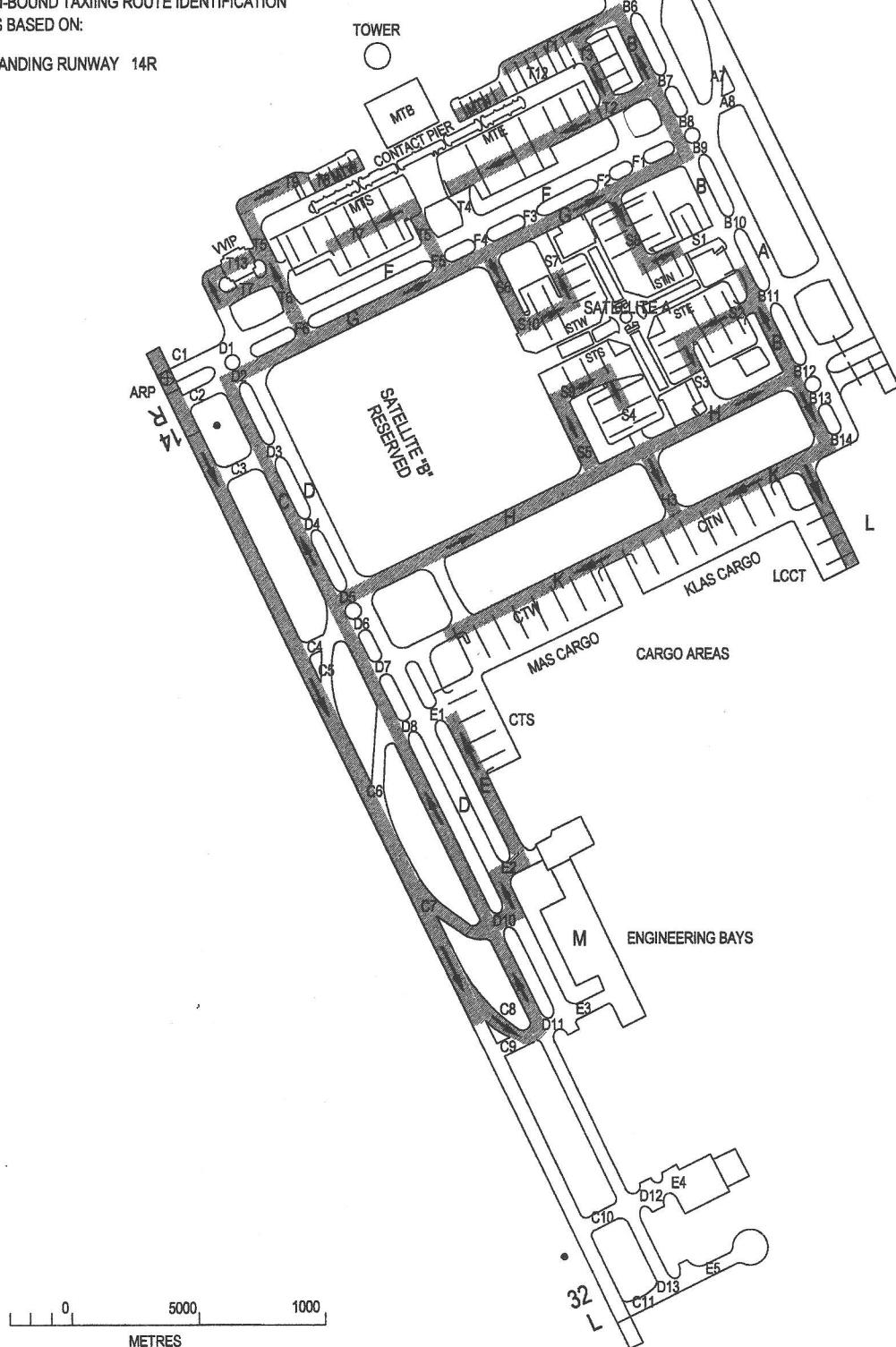
KL INTERNATIONAL
AIRPORT, SEPANG

IN-BOUND TAXIING ROUTE IDENTIFICATION
IS BASED ON:

LANDING RUNWAY 14R

BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS
IN METERS AMSL

N 35° 52' 24" W (2007)



TAXI ROUTES
ARRIVALS RUNWAY 32L

ELEV
21.15m

TWR	118.5
GROUND	121.8
APRON	122.15
APRON	122.85
APRON	122.275
APRON	123.25

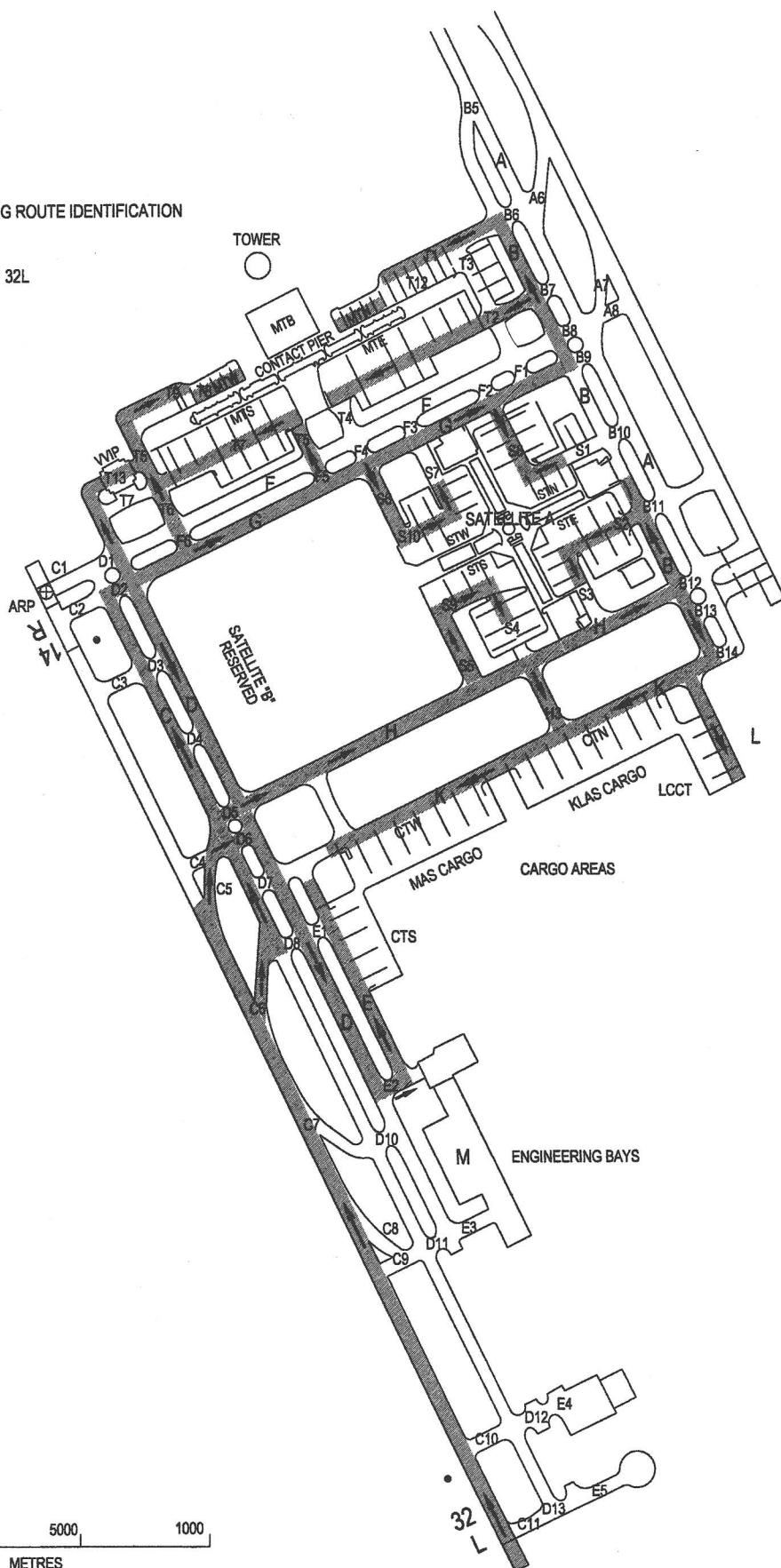
KL INTERNATIONAL
AIRPORT, SEPANG

OUT-BOUND TAXIING ROUTE IDENTIFICATION
IS BASED ON:

LANDING RUNWAY 32L

VAR OF 5.24 NW (2007)

BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS
IN METERS AMSL



0 5000 1000
METRES

ELEV
21.15mTAXI ROUTES
ARRIVALS RUNWAY 32R

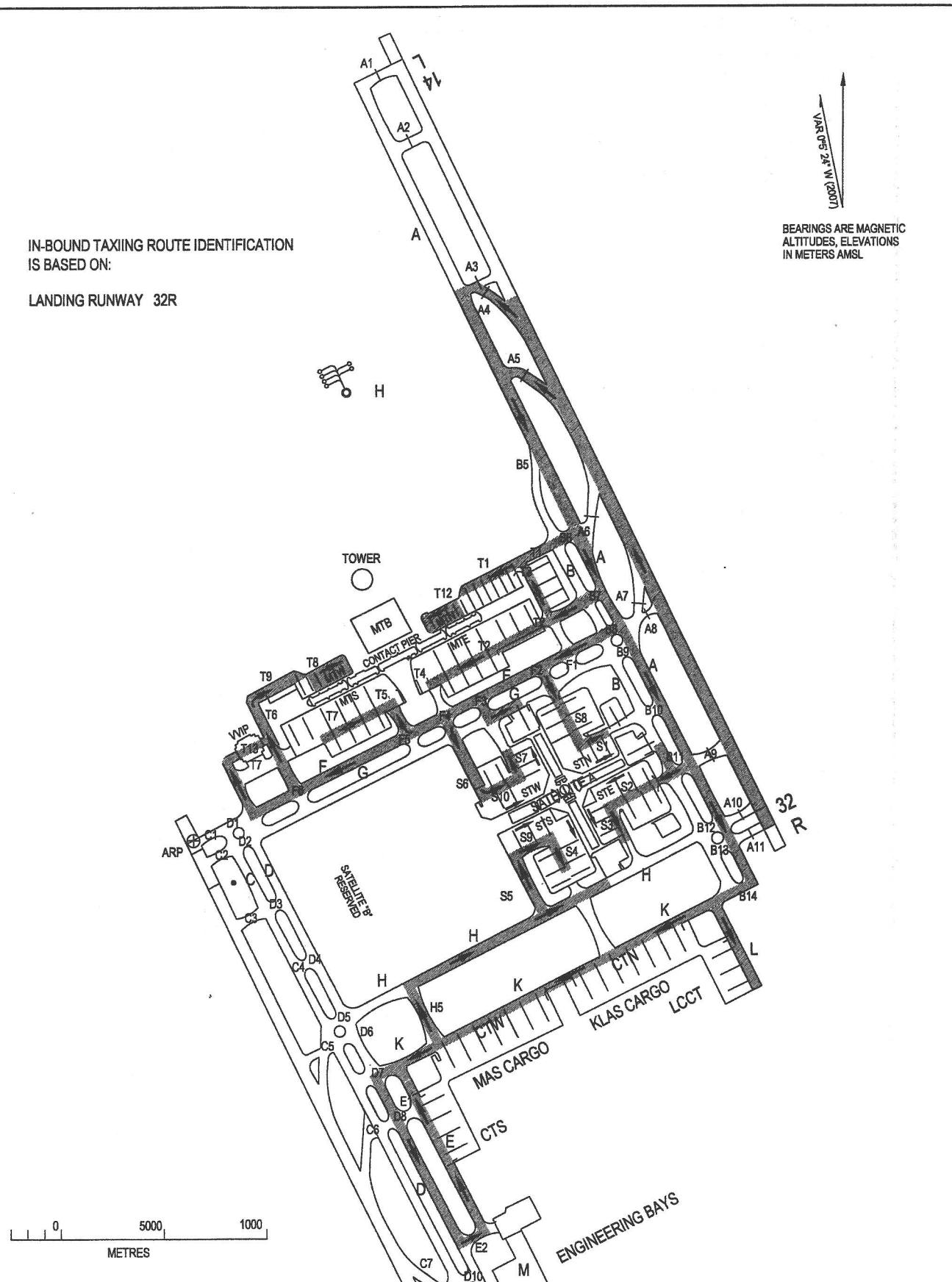
TWR	118.8
GROUND	121.65
APRON	122.15
APRON	122.85
APRON	122.275
APRON	123.25

KL INTERNATIONAL
AIRPORT, SEPANGIN-BOUND TAXIING ROUTE IDENTIFICATION
IS BASED ON:

LANDING RUNWAY 32R

BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS
IN METERS AMSL

VAR 05° 24' W (2007)



TAXI ROUTES
DEPARTURES RUNWAY 14L

ELEV
21.15m

TWR	118.8
GROUND	121.65
APRON	122.15
APRON	122.85
APRON	122.275
APRON	123.25

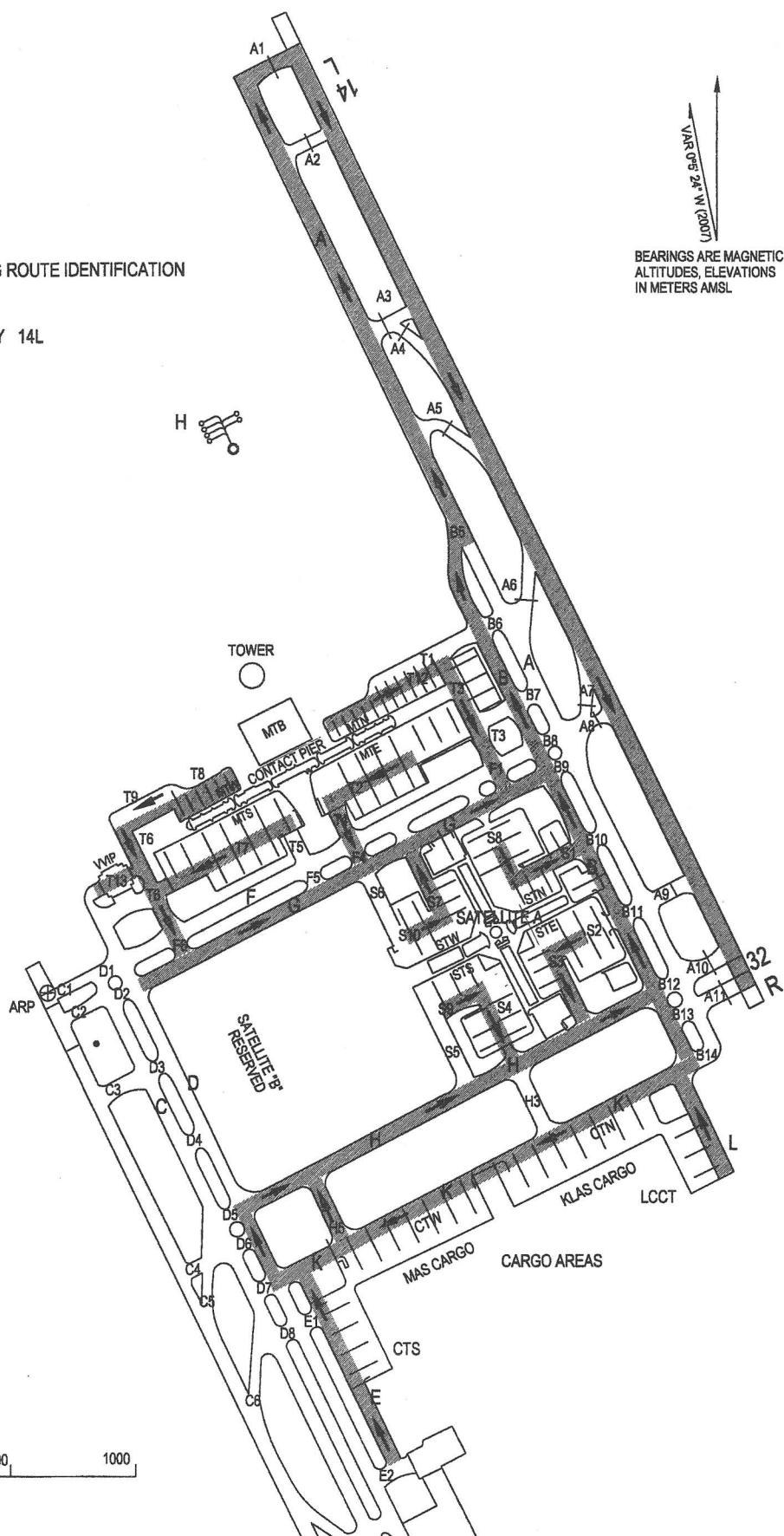
KL INTERNATIONAL
AIRPORT, SEPANG

OUT-BOUND TAXIING ROUTE IDENTIFICATION
IS BASED ON:

DEPARTING RUNWAY 14L

BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS
IN METERS AMSL

VAR 05° 24' W (2007)



TAXI ROUTES
DEPARTURES RUNWAY 14R

ELEV
21.15m

TWR	118.5
GROUND	121.8
APRON	122.15
APRON	122.85
APRON	122.275
APRON	123.25

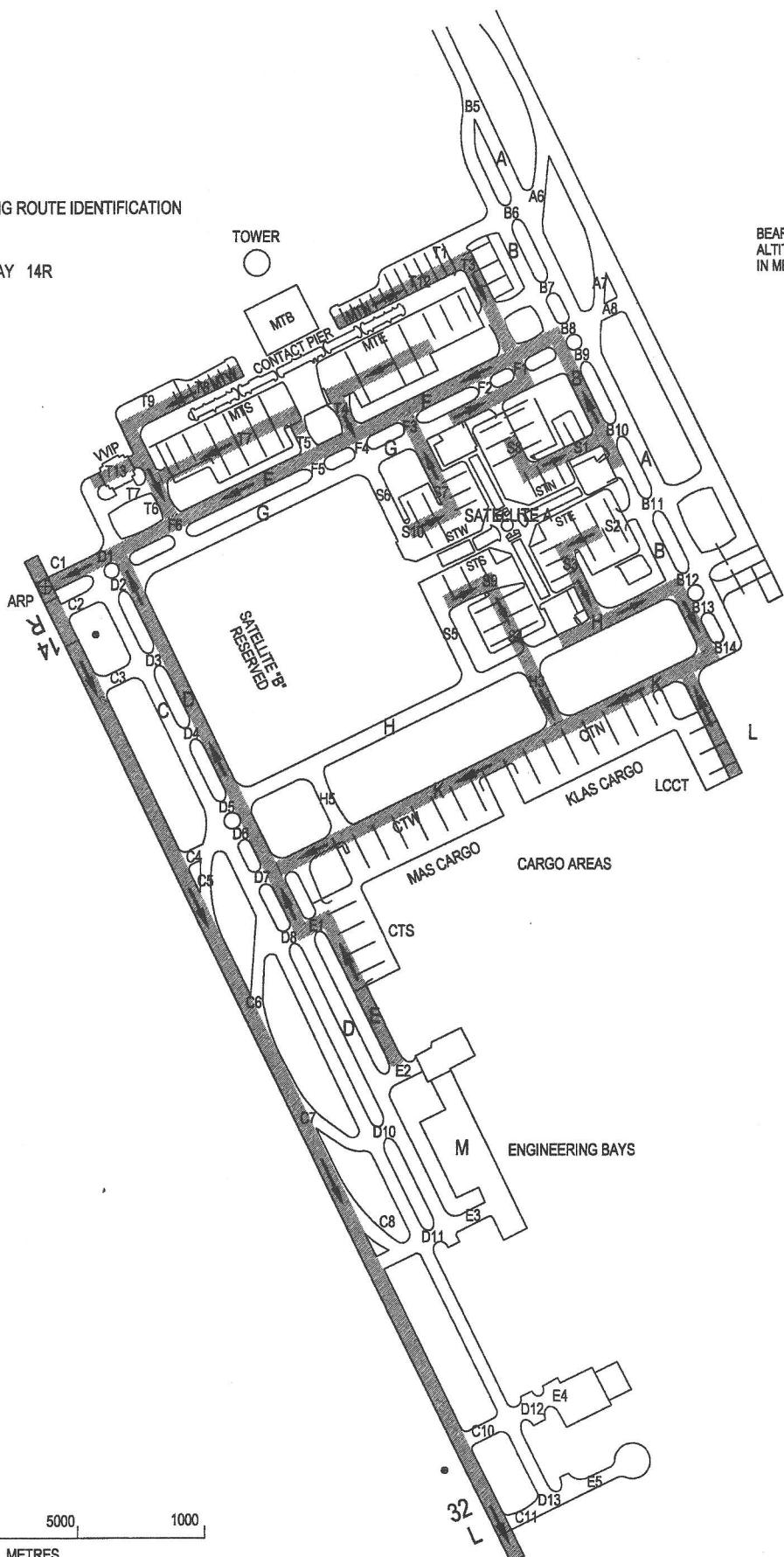
KL INTERNATIONAL
AIRPORT, SEPANG

OUT-BOUND TAXIING ROUTE IDENTIFICATION
IS BASED ON:

DEPARTING RUNWAY 14R

BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS
IN METERS AMSL

VAR 05 24W (2007)



TAXI ROUTES
DEPARTURES RUNWAY 32L

ELEV
21.15m

TWR	118.5
GROUND	121.8
APRON	122.15
APRON	122.85
APRON	122.275
APRON	123.25

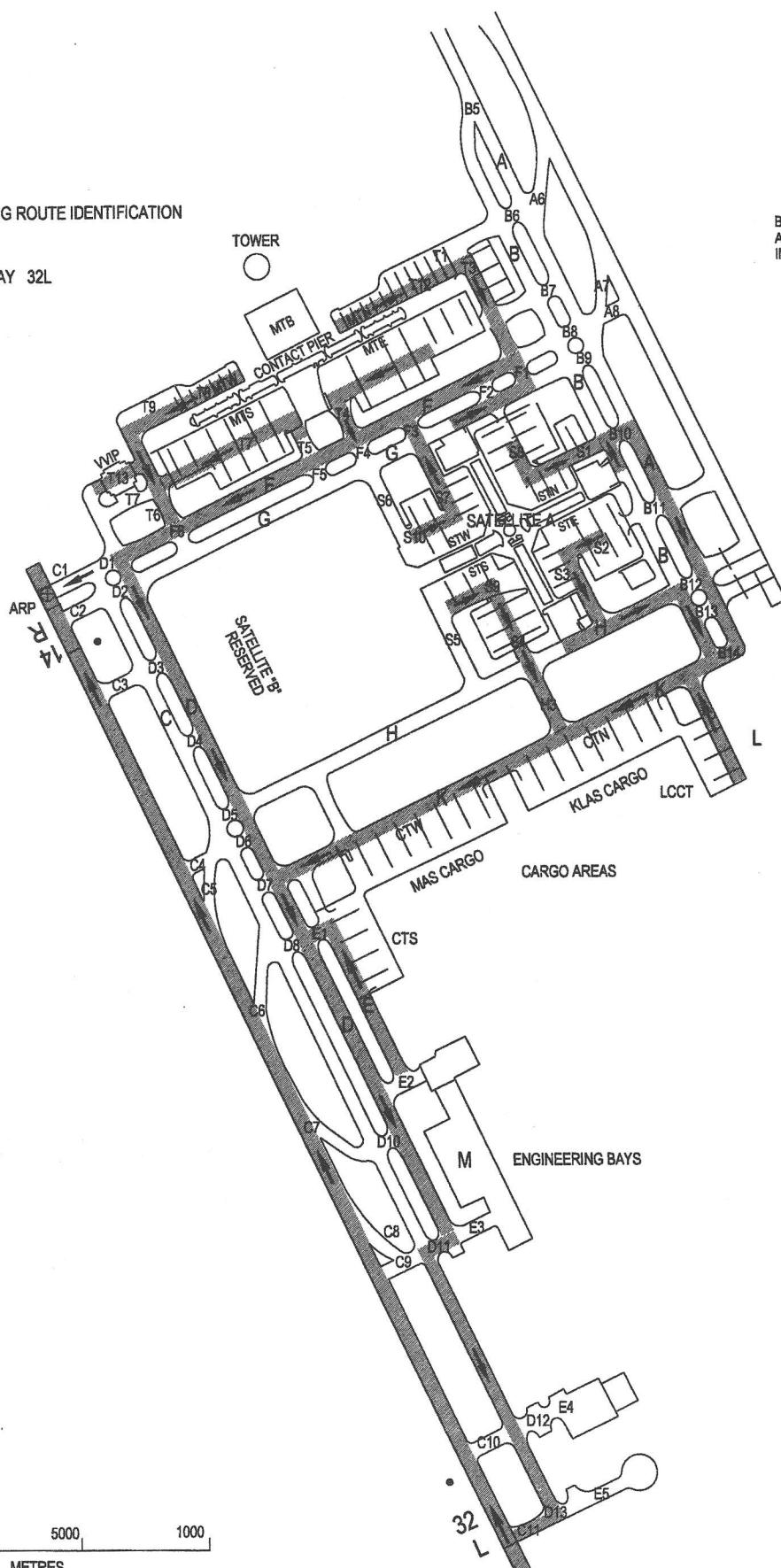
KL INTERNATIONAL
AIRPORT, SEPANG

OUT-BOUND TAXIING ROUTE IDENTIFICATION
IS BASED ON:

DEPARTING RUNWAY 32L

BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS
IN METERS AMSL

VAR 05° 24' W (2007)



TAXI ROUTES
DEPARTURES RUNWAY 32R

ELEV
21.15m

TWR	118.8
GROUND	121.65
APRON	122.15
APRON	122.85
APRON	122.275
APRON	123.25

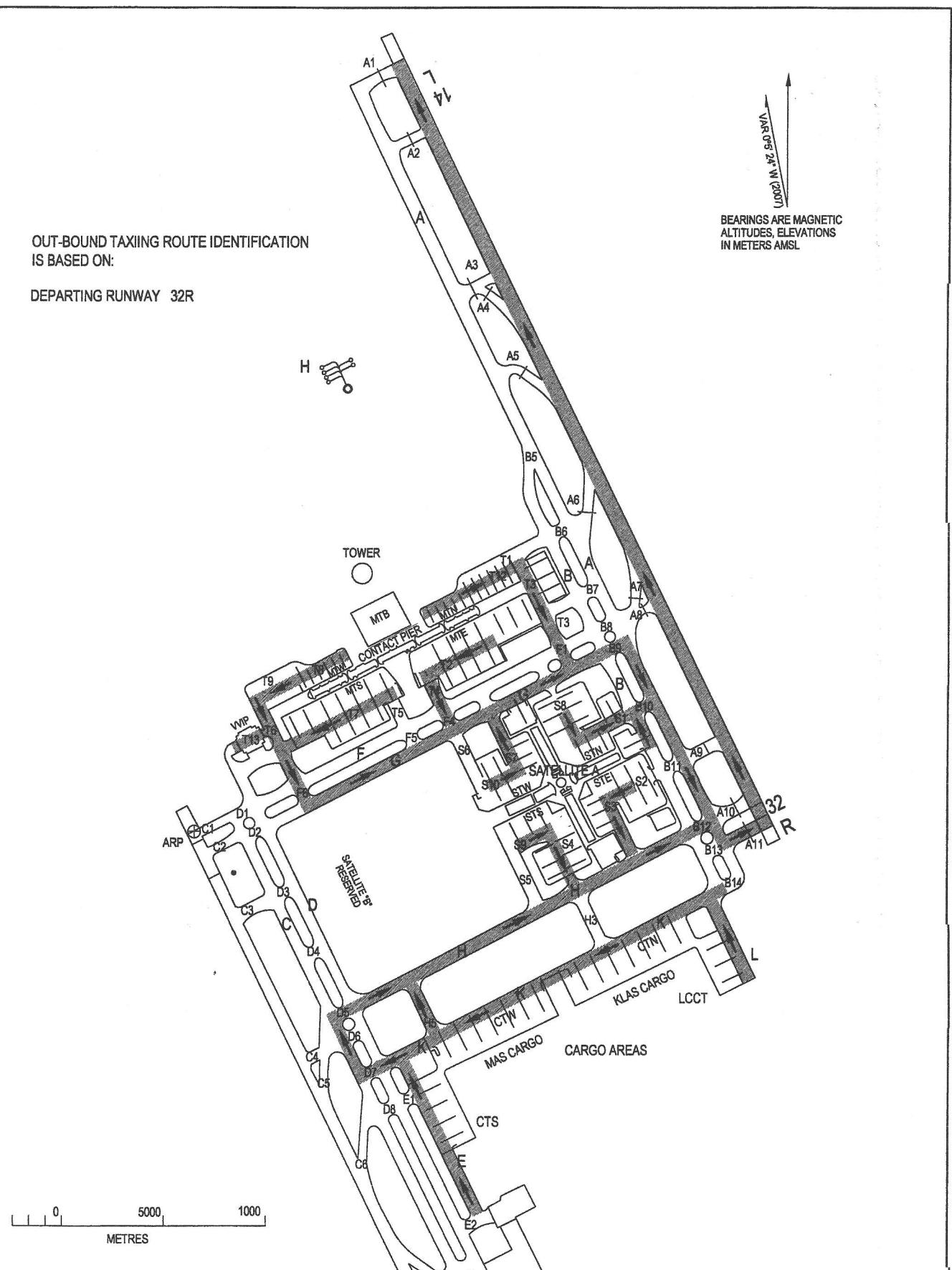
KL INTERNATIONAL
AIRPORT, SEPANG

OUT-BOUND TAXIING ROUTE IDENTIFICATION
IS BASED ON:

DEPARTING RUNWAY 32R

BEARINGS ARE MAGNETIC
ALTITUDES, ELEVATIONS
IN METERS AMSL

VARIOUS TAXI
ROUTE IDENTIFICATIONS

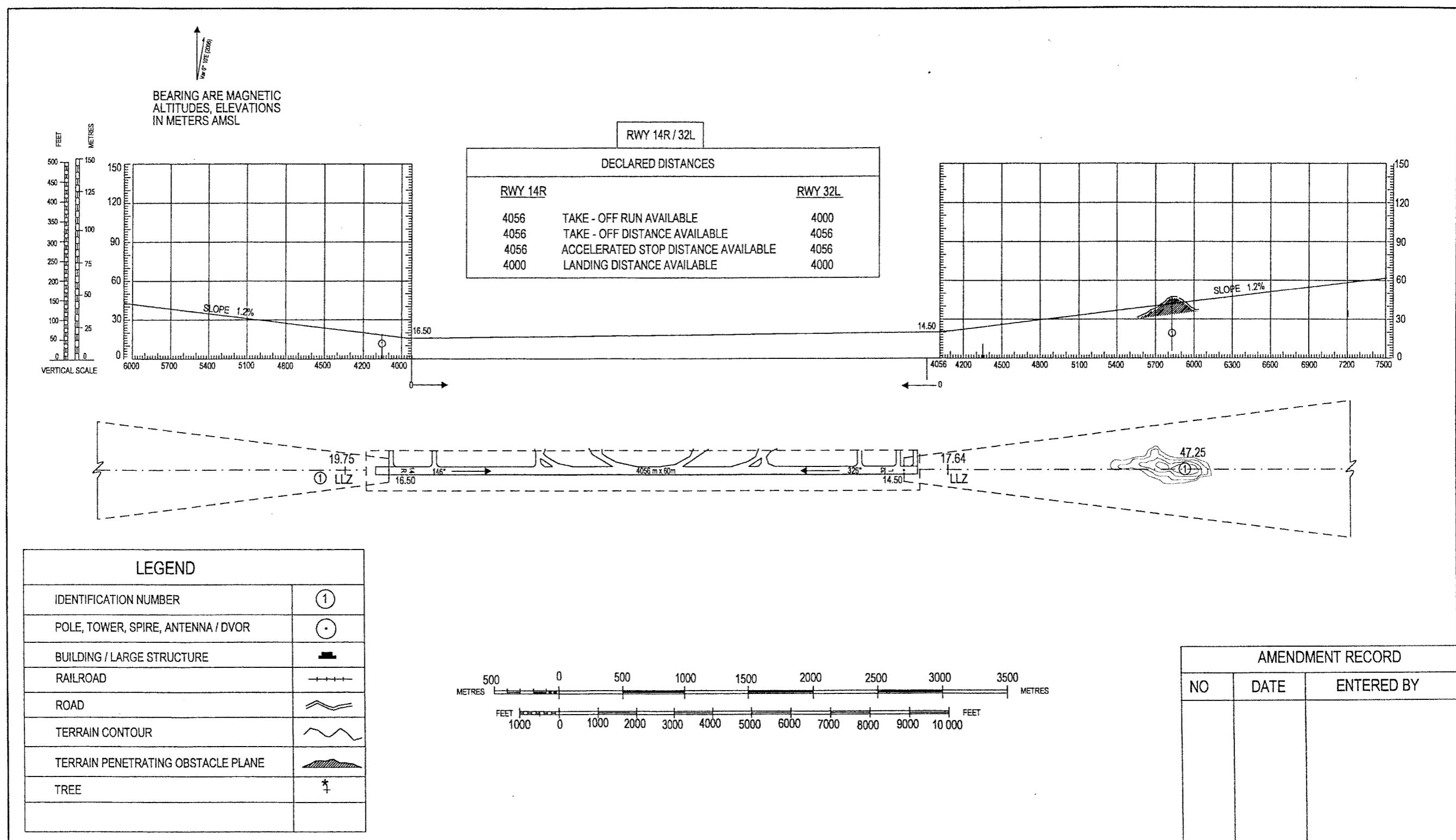


DIMENSIONS AND ELEVATIONS IN METERS

ELEV 21.15M

AERODROME OBSTACLES CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

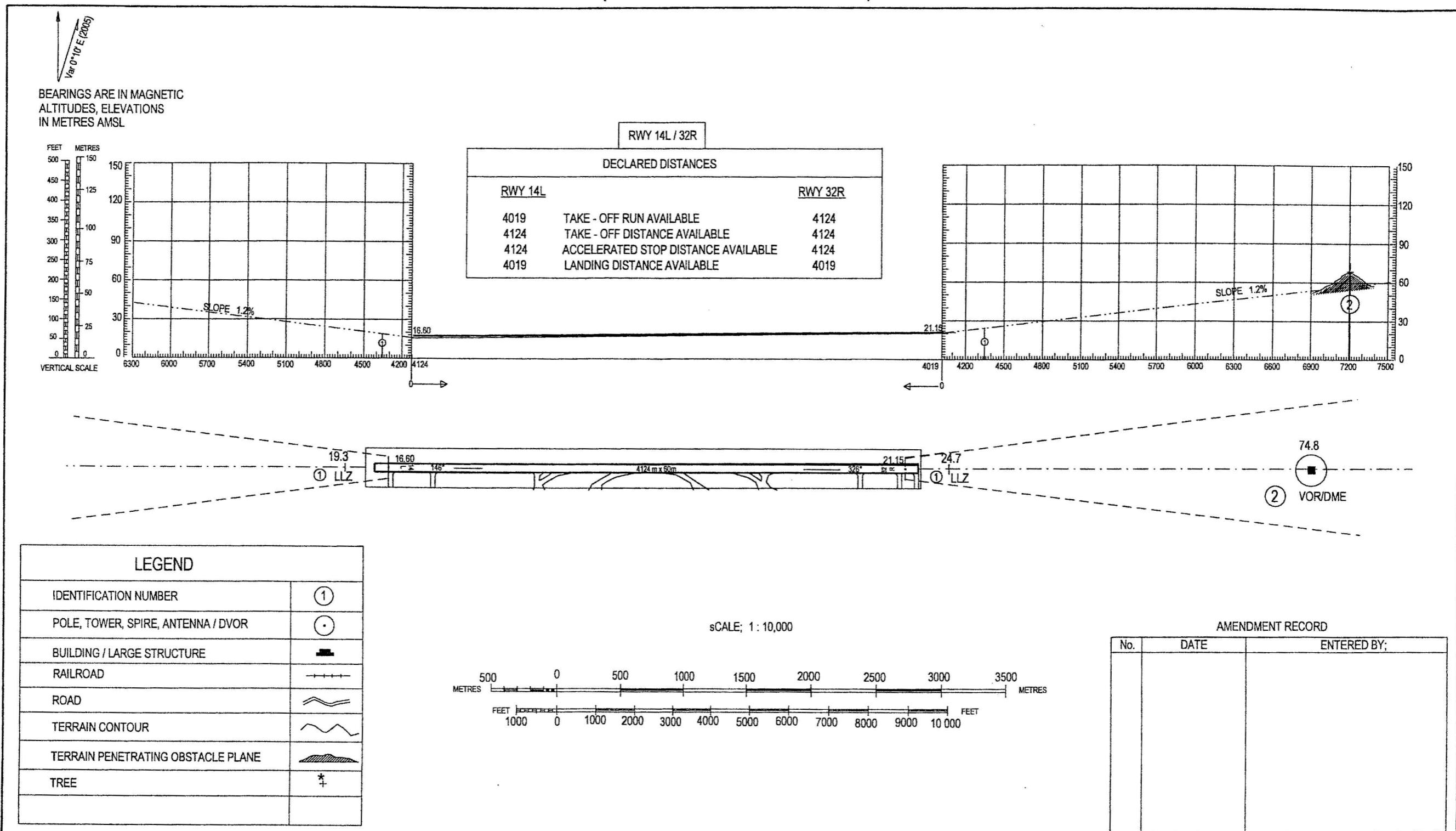
SEPANG / KL INTERNATIONAL AIRPORT



ELEVATION 21.15m

AERODROME OBSTACLE CHART - ICAO TYPE A (OPERATING LIMITATIONS)

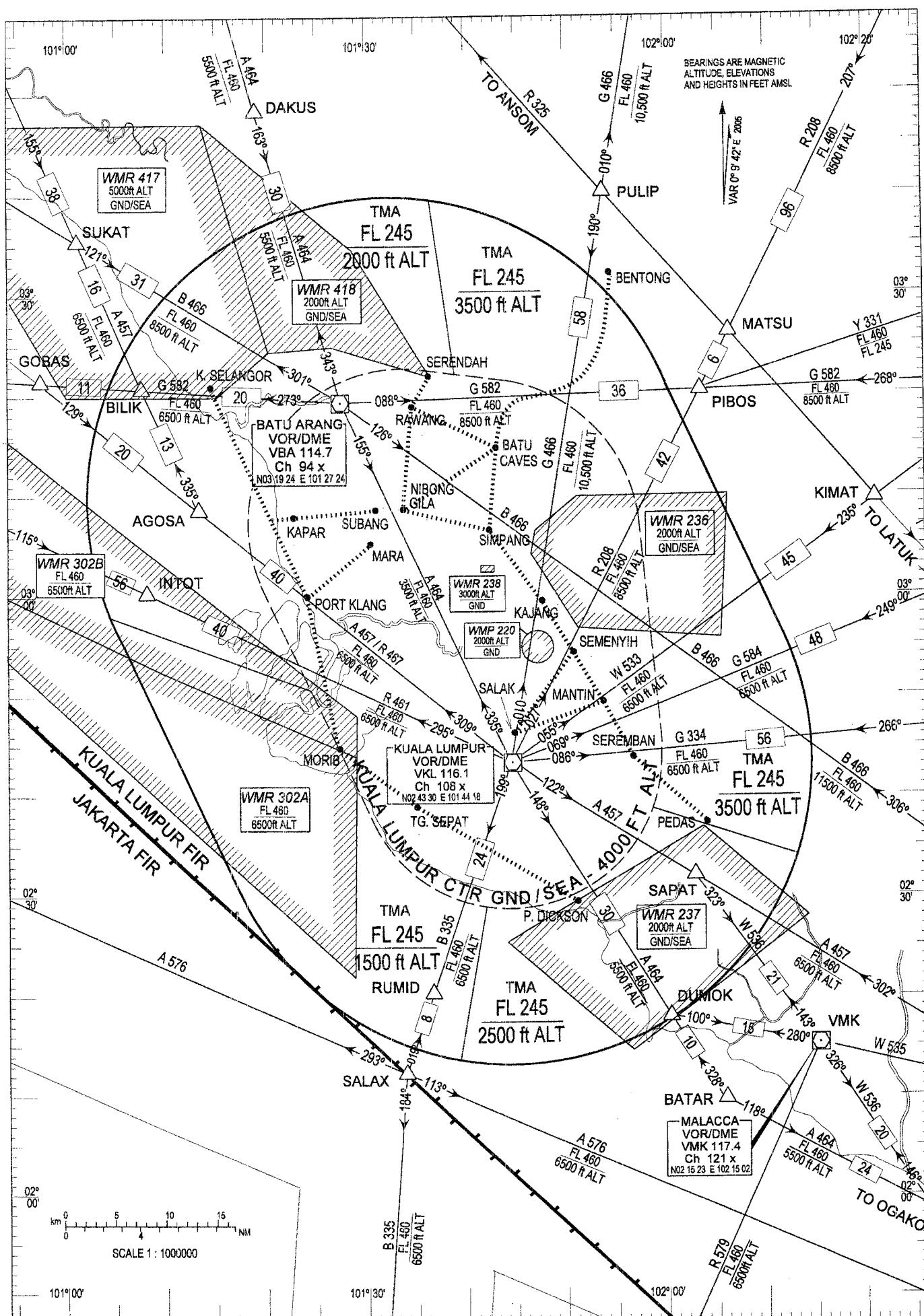
**SEPANG / KL INTERNATIONAL AIRPORT
PENINSULAR MALAYSIA**



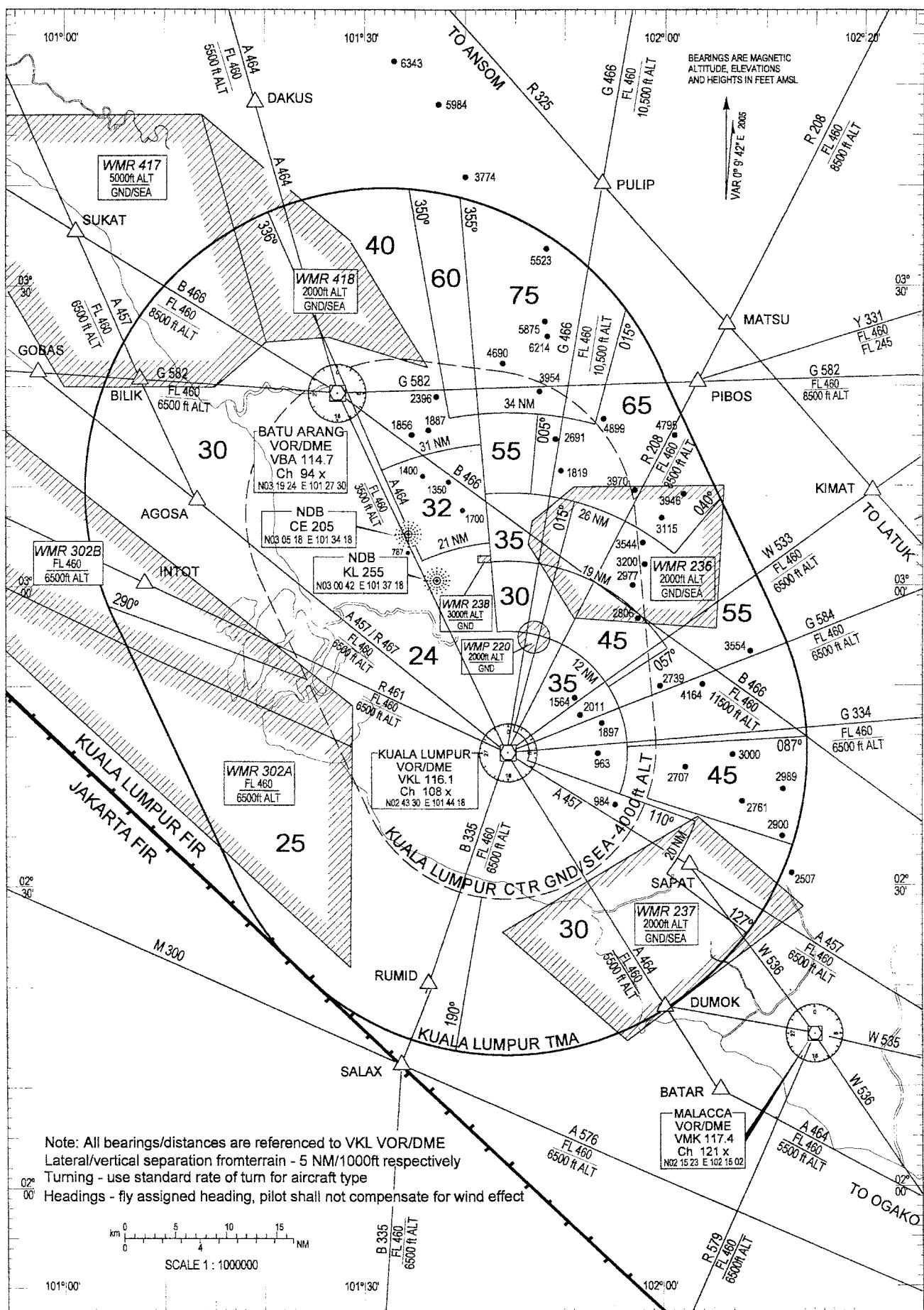
DAPARTMENT OF CIVIL AVIATION, MALAYSIA

9 JUN 2005
AIP AMDT 2/2005

KUALA LUMPUR TMA / CTR



RADAR VECTORING AREA CHART - KUALA LUMPUR



**STANDARD DEPARTURE
CHART INSTRUMENT
(SID) - ICAO**

TRANSITION ALTITUDE
11 000 ft

ACD	128.0
LUMPUR GROUND	
APRONS (Run, Mx, Me & Mw)	122.15
APRONS (SE & SW)	122.075
APRONS (SN & SW)	122.85
APRONS (CN, CE, CW)	123.25
APRONS (CS)	121.8

**SEPANG / KL INTERNATIONAL AIRPORT
ALL RUNWAYS**

Climb Gradient:

Minimum climb gradient 3.3% unless otherwise specified.

ATIS 126.45

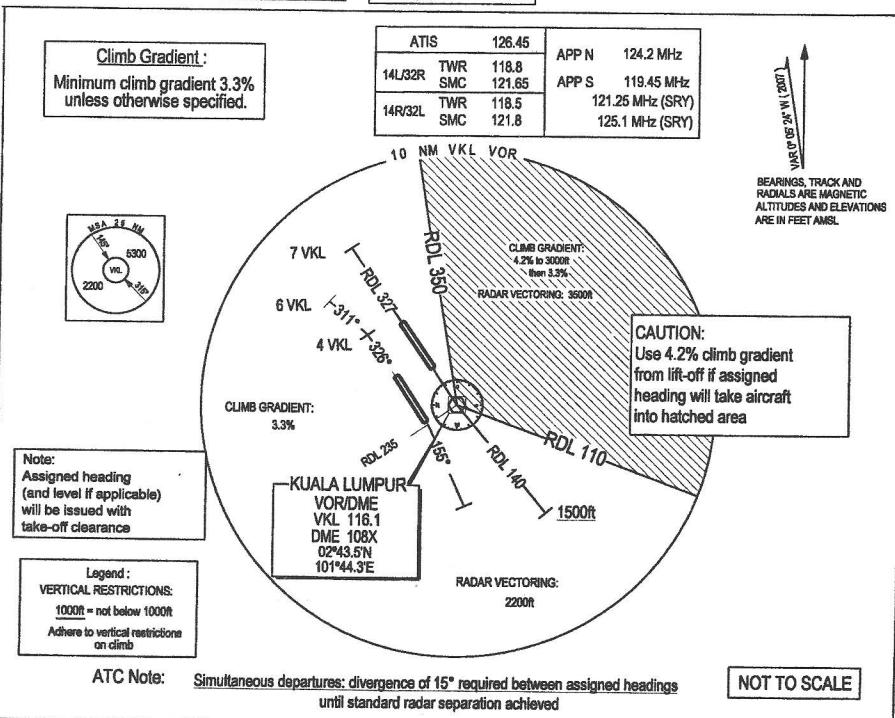
14L/32R	TWR	118.8
	SMC	121.65
14R/32L	TWR	118.5
	SMC	121.8

APP N 124.2 MHz

APP S	119.45 MHz
	121.25 MHz (SRY)
	125.1 MHz (SRY)

VAR 0/23 NM (20°)

BEARINGS, TRACK AND
RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS
ARE IN FEET AMSL



**STANDARD RADAR DEPARTURES
LUMPUR RADAR TWO DEPARTURE**

RWY 32R

- Track R-327° from VKL VOR
- At 7 DME VKL turn to assigned heading
- Contact Approach airborne
- Advise: direction of turn & assigned heading
level passing to nearest 100ft
assigned level

RWY 32L

- Track 326°
- At 4 DME VKL turn left, track 311°
- At 6 DME VKL turn to assigned heading
- Contact Approach airborne
- Advise: direction of turn & assigned heading
level passing to nearest 100ft
assigned level

RWY 14R

- Track 146° until abeam VKL VOR (R-235), thence track 155°
- After passing abeam VKL VOR and on leaving 1000ft turn to assigned heading
- Contact Approach airborne
- Advise: direction of turn & assigned heading
level passing to nearest 100ft
assigned level

RWY 14L

- Track 146° to overhead VKL VOR, thence on R-140
- At 1500ft or VKL VOR, whichever is later, turn to assigned heading
- Contact Approach airborne
- Advise: direction of turn & assigned heading
level passing to nearest 100ft
assigned level

Rate of Climb in ft/min

Ground Speed (kts)	120	130	140	150	160	170	180	190	200	220	240	260	280	300
Gradient	3.3%	401	434	468	502	535	569	602	635	669	736	803	869	936
	4.2%	511	553	596	638	681	724	766	809	851	936	1021	1106	1191

COMMUNICATIONS FAILURE:

Immediately squawk 7600

Maintain assigned heading - climb to MSA or last assigned level if higher

Maintain MSA or assigned level, as applicable, for 2 minutes

Then climb to flight planned level and intercept flight planned track (as amended by ATC, if applicable)

**STANDARD DEPARTURE
CHART INSTRUMENT
(SID) - ICAO**

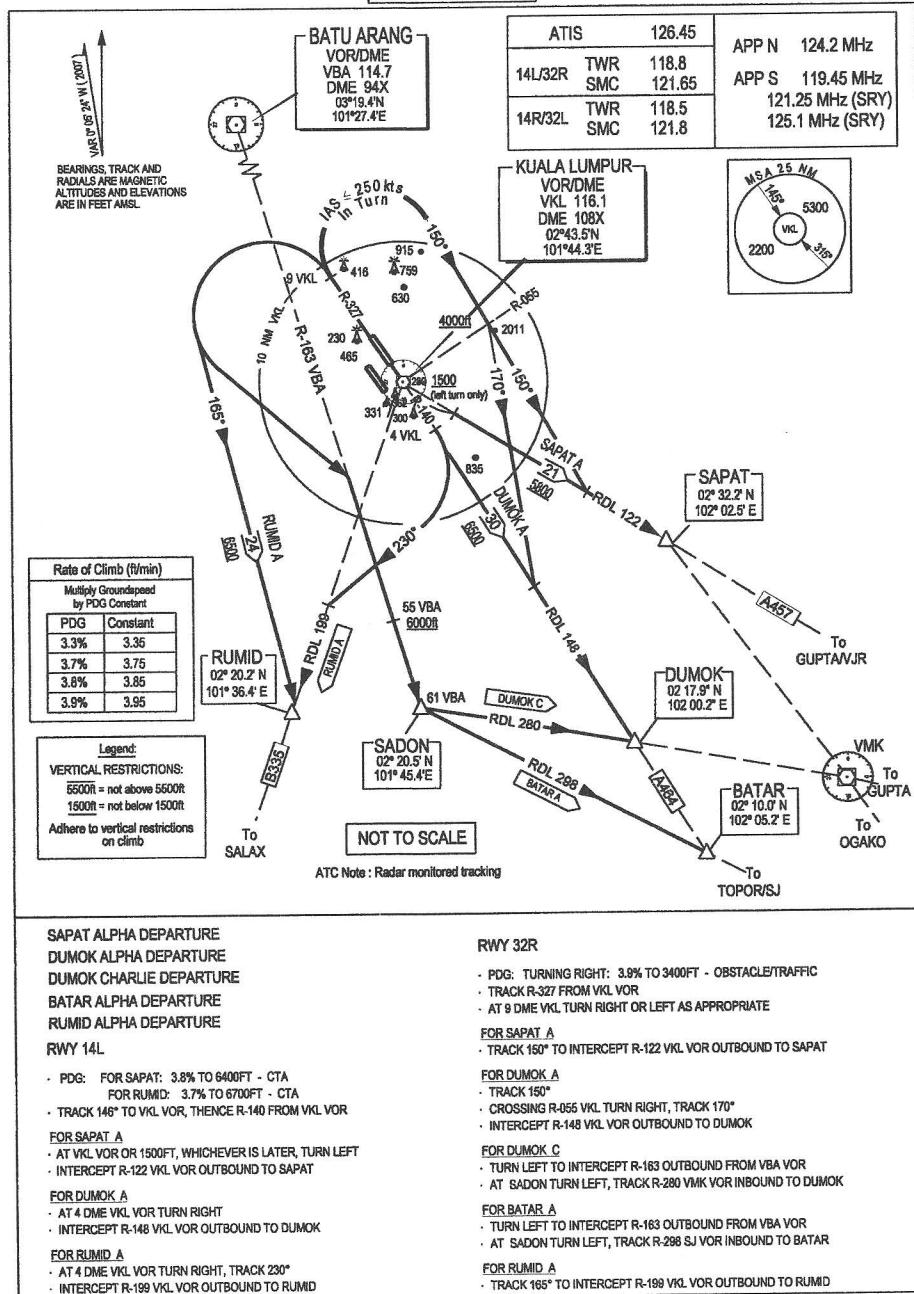
TRANSITION ALTITUDE
11 000 ft

ACD	126.0
LUMPUR GROUND	
APRONS (MN, MS, ME & MW)	122.15
APRONS (SE & SS)	122.275
APRONS (SN & SW)	122.85
APRONS (CXCE,CW)	123.25
APRONS (CS)	123.35

SEPANG / KL INTERNATIONAL AIRPORT

RWY 14L/32R

DEPARTURES SOUTH

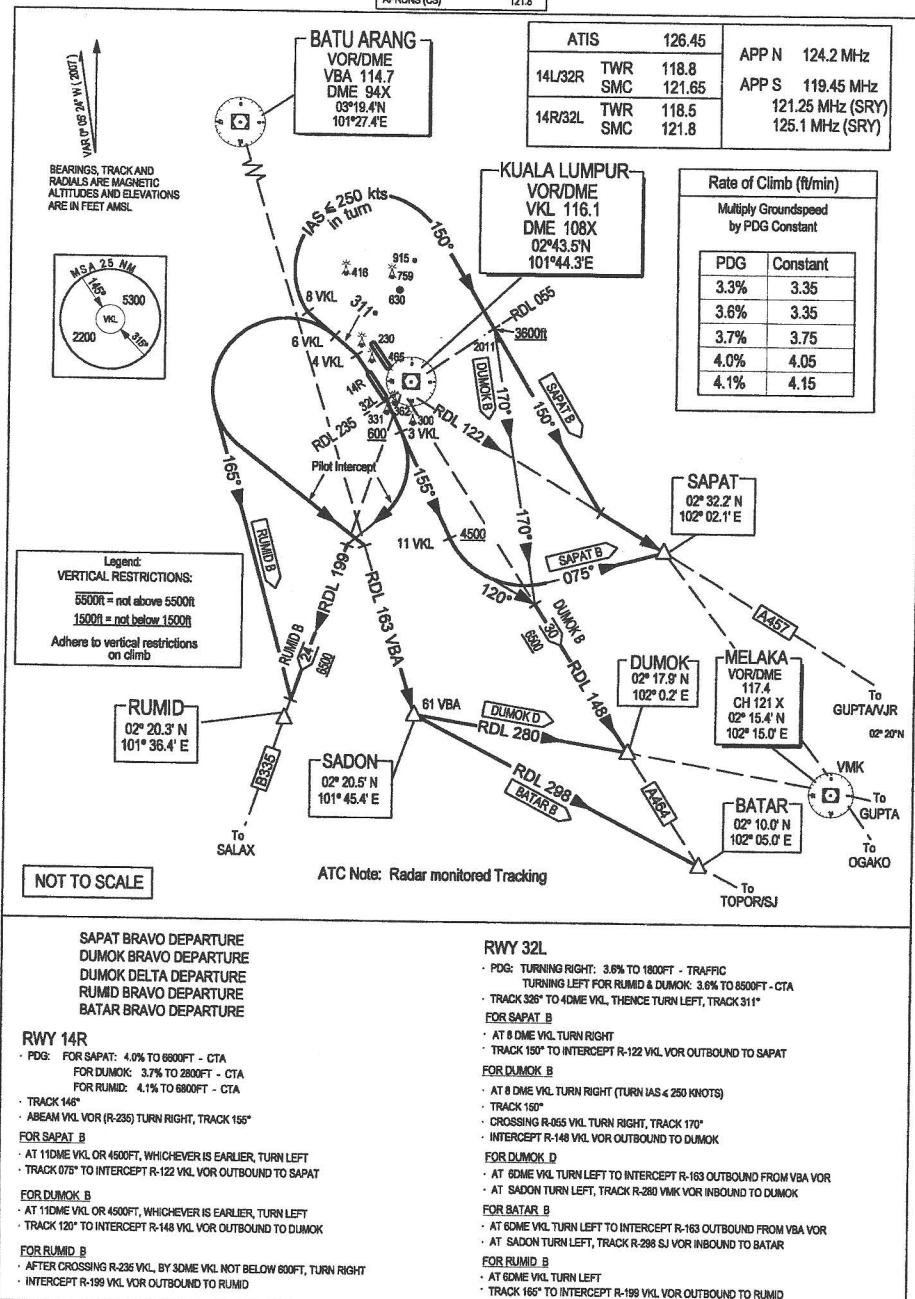


**STANDARD DEPARTURE
CHART INSTRUMENT
(SID) - ICAO**

TRANSITION ALTITUDE
11 000 ft.

ACD	126.0
LUMPUR GROUND	
APRONS (MN, MS, ME & MW)	122.15
APRONS (GS & SS)	122.275
APRONS (SA & SW)	122.85
APRONS (CN, CE, CW)	123.25
APRONS (CS)	121.25

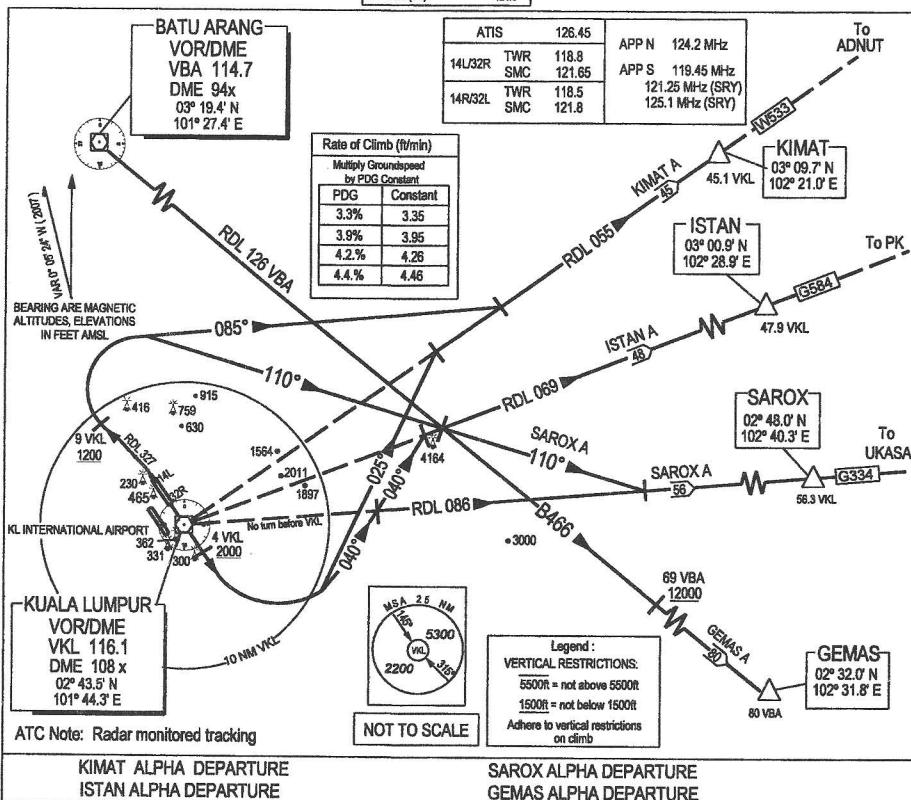
**SEPANG / KL INTERNATIONAL AIRPORT
RWY 14R/32L
DEPARTURES SOUTH**



**STANDARD DEPARTURE
CHART INSTRUMENT
(SID) - ICAO**

**TRANSITION ALTITUDE
11 000 ft**

**SEPANG / KL INTERNATIONAL AIRPORT
RWY 14L / 32R
DEPARTURES EAST**



RWY 14L

- PDG: for KIMAT A: 4.4% to 3100ft - Obstacles/Traffic/CTA for ISTAN: 4.4% to 3200ft - Obstacle/Traffic/CTA for SAROX: 4.2% to 3800ft - Obstacles/Traffic/CTA
- Track 146° to VKL VOR, thence R-140 from VKL VOR
- At or above 2000ft or at 4 DME VKL
- Turn left

For KIMAT A

- Track 025°
- Intercept R-055 outbound from VKL VOR to KIMAT

For ISTAN A

- Track 040°
- Intercept R-069 outbound from VKL VOR to ISTAN

For SAROX A

- Track 040°
- Intercept R-086 outbound from VKL VOR to SAROX

RWY 32R

- PDG: for KIMAT A, ISTAN A SAROX A: 3.9% to 2700ft - Obstacle/Traffic/CTA for GEMAS A: 4.4% to 11500ft - Obstacle/Traffic/CTA
- Track on R-327 from VKL VOR
- At 9 DME VKL, not below 1200ft
- Turn right

For KIMAT A

- Track 085°
- Intercept R-055 outbound from VKL VOR to KIMAT

For ISTAN A

- Track 110°
- Intercept R-069 outbound from VKL VOR to ISTAN

For SAROX A

- Track 110°
- Intercept R-086 outbound from VKL VOR to SAROX

For GEMAS A

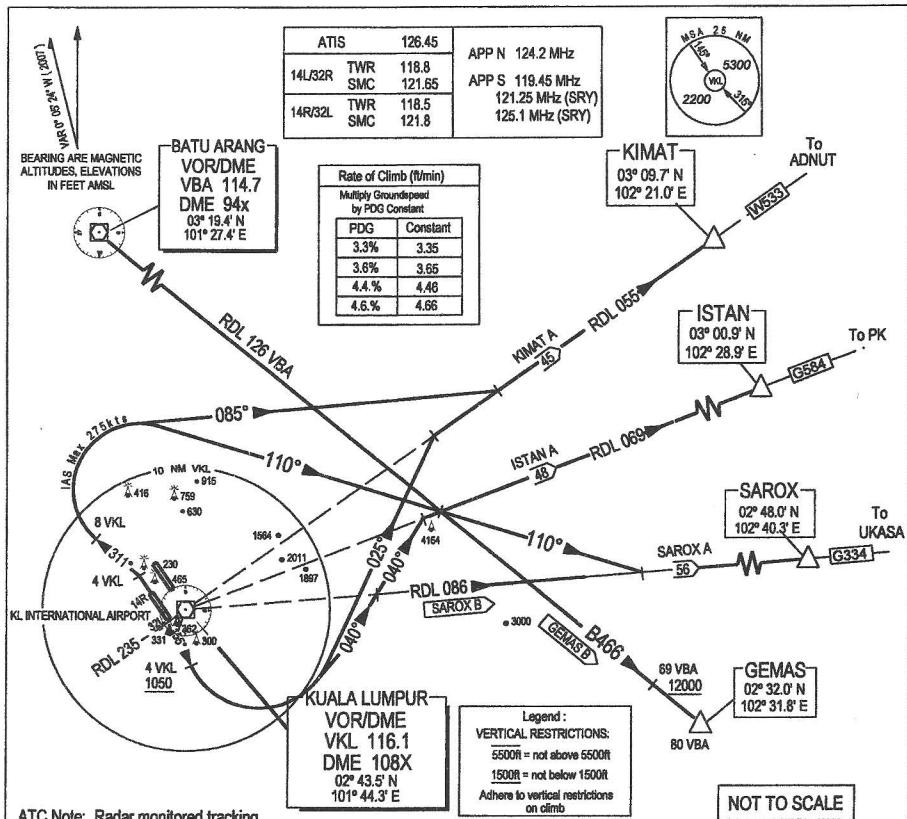
- Track 110°
- Intercept R-126 outbound from VKL VOR to GEMAS A
- Cross 69 DME VBA not below 12000ft

**STANDARD DEPARTURE
CHART INSTRUMENT
(SID) - ICAO**

TRANSITION ALTITUDE
11 000 ft

ACD	126.0
LUMPUR GROUND	
APRONS (MN, MS, ME & MW)	122.15
APRONS (SE & SS)	122.75
APRONS (SN & SV)	122.85
APRONS (CX, CE, CW)	123.25
APRONS (CS)	121.8

**SEPANG / KL INTERNATIONAL AIRPORT
RWY 14R / 32L
DEPARTURES EAST**



KIMAT BRAVO DEPARTURE
ISTAN BRAVO DEPARTURE

RWY 14R

- PDG: for KIMAT B: 4.6% to 3100ft - Obstacles/Traffic/CTA
for ISTAN B: 4.4% to 3200ft - Obstacle/Traffic/CTA
for SAROX B: 4.3% to 3800ft - Obstacles/Traffic/CTA
- Track 146°
- Abeam VKL VOR (RDL 235) turn right, track 155°
- At 4 DME VKL, not below 1050ft, turn left

For KIMAT_B

- Track 025°
- Intercept RDL 055 outbound from VKL VOR to KIMAT

For ISTAN_B

- Track 040°
- Intercept RDL 069 outbound from VKL VOR to ISTAN

For SAROX_B

- Track 040°
- Intercept RDL 086 outbound from VKL VOR to SAROX

SAROX BRAVO DEPARTURE
GEMAS BRAVO DEPARTURE

RWY 32L

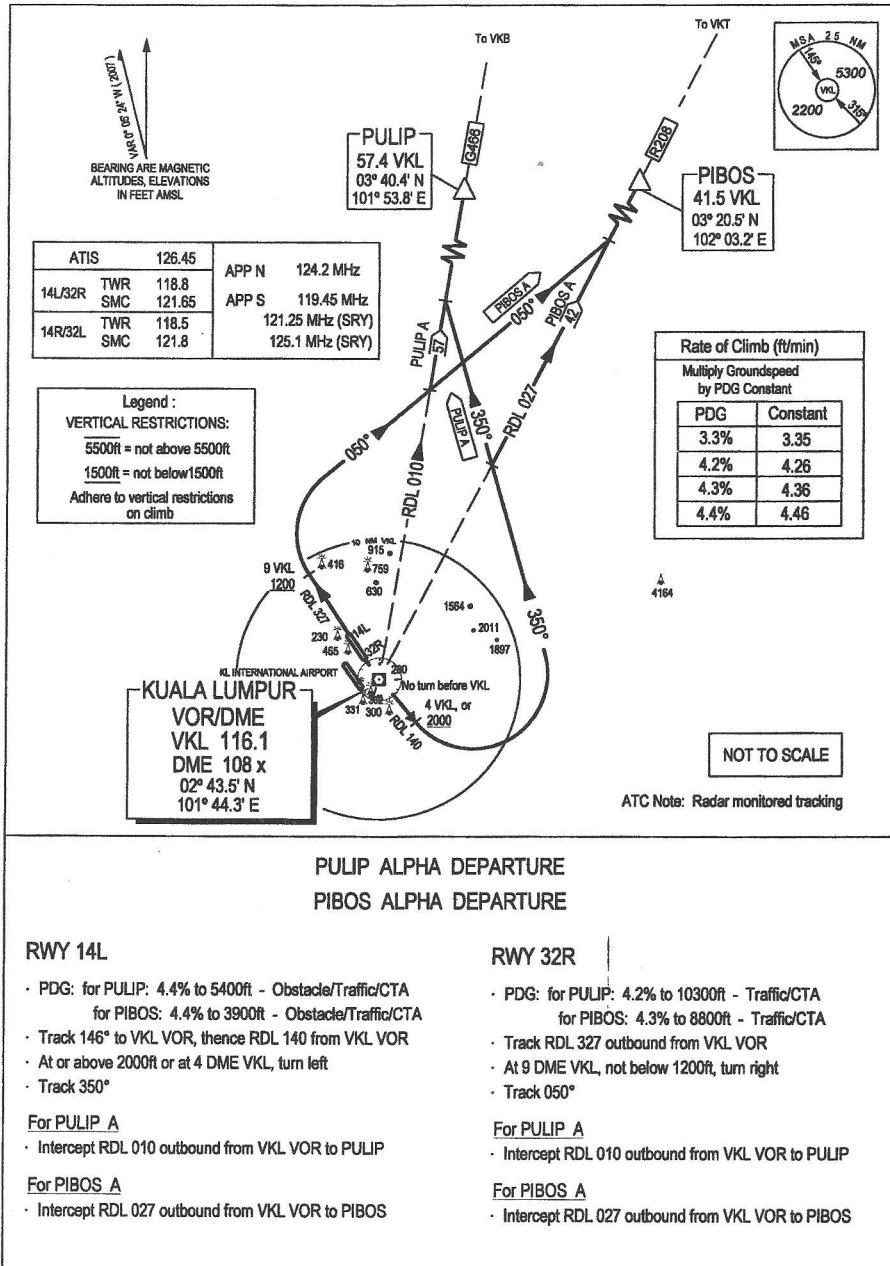
- PDG: for KIMAT B, ISTAN B & SAROX B:
3.6% to 1800ft - Obstacle/Traffic/CTA
for GEMAS A: 4.4% to 1500ft - Obstacle/Traffic/CTA
 - IAS in initial turn - maximum 275 kts
 - Track 326°
 - At 4 DME VKL turn left, track 311°
 - At 8 DME VKL, turn right
- For KIMAT_B**
- Track 085°
 - Intercept RDL 055 outbound from VKL VOR to KIMAT
- For ISTAN_B**
- Track 110°
 - Intercept RDL 069 outbound from VKL VOR to ISTAN
- For SAROX_B**
- Track 110°
 - Intercept RDL 086 outbound from VKL VOR to SAROX
- For GEMAS_B**
- Track 110°
 - Intercept RDL 126 outbound from VBA VOR to GEMAS
 - Cross 69 DME VBA not below 12000ft

**STANDARD DEPARTURE
CHART INSTRUMENT
(SID) - ICAO**

TRANSITION ALTITUDE
11 000 ft

ACD	126.0
LUMPUR GROUND	
APRONS (MN, MS, ME & MW)	122.15
APRONS (SS, SS, ME & MW)	122.15
APRONS (CN, CE, CW)	123.25
APRONS (CS)	121.8

**SEPANG / KL INTERNATIONAL AIRPORT
RWY 14L / 32R
DEPARTURES NORTH EAST**

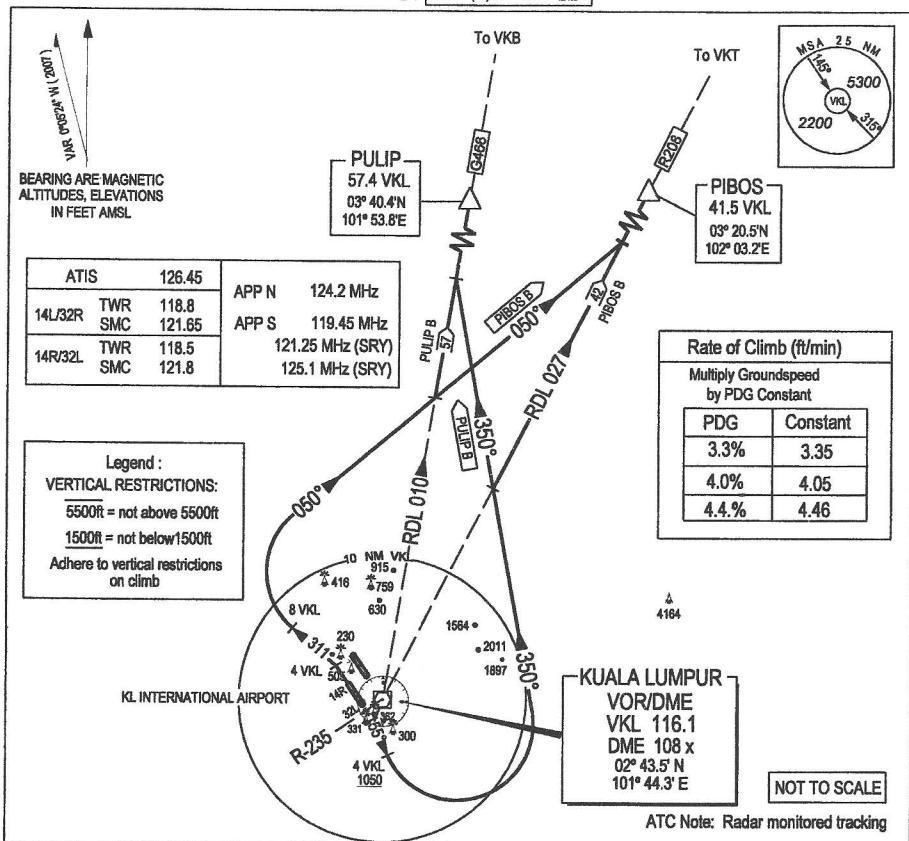


**STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO**

TRANSITION ALTITUDE
11 000 ft

ACD	126.0
LUMPUR GROUND	
APRONS (MM, MS, ME & MV)	122.15
APRONS (SE & SS)	122.275
APRONS (SW & SWH)	122.35
APRONS (CNL2, CW)	123.25
APRONS (CS)	121.8

**SEPANG / KL INTERNATIONAL AIRPORT
RWY 14R / 32L**
DEPARTURES NORTH EAST

**RWY 14R**

- PDG: for PULIP: 4.4% to 5500ft - Obstacle/Traffic/CTA
for PIBOS: 4.4% to 4300ft - Obstacle/Traffic/CTA
- Track 146°
- Abeam VKL VOR (R-235) turn right
- Track 155°
- At 4 DME VKL, not below 1050ft, turn left
- Track 350°

For PULIP_B

- Intercept R-010 outbound from VKL VOR to PULIP

For PIBOS_B

- Intercept R-027 outbound from VKL VOR to PIBOS

RWY 32L

- PDG: for PULIP: 4.0% to 10700ft - CTA
for PIBOS: 4.0% to 8800ft - CTA
- Track 326°
- At 4 DME VKL turn left
- Track 311°
- At 8 DME VKL turn right
- Track 050°

For PULIP_B

- Intercept R-010 outbound from VKL VOR to PULIP

For PIBOS_B

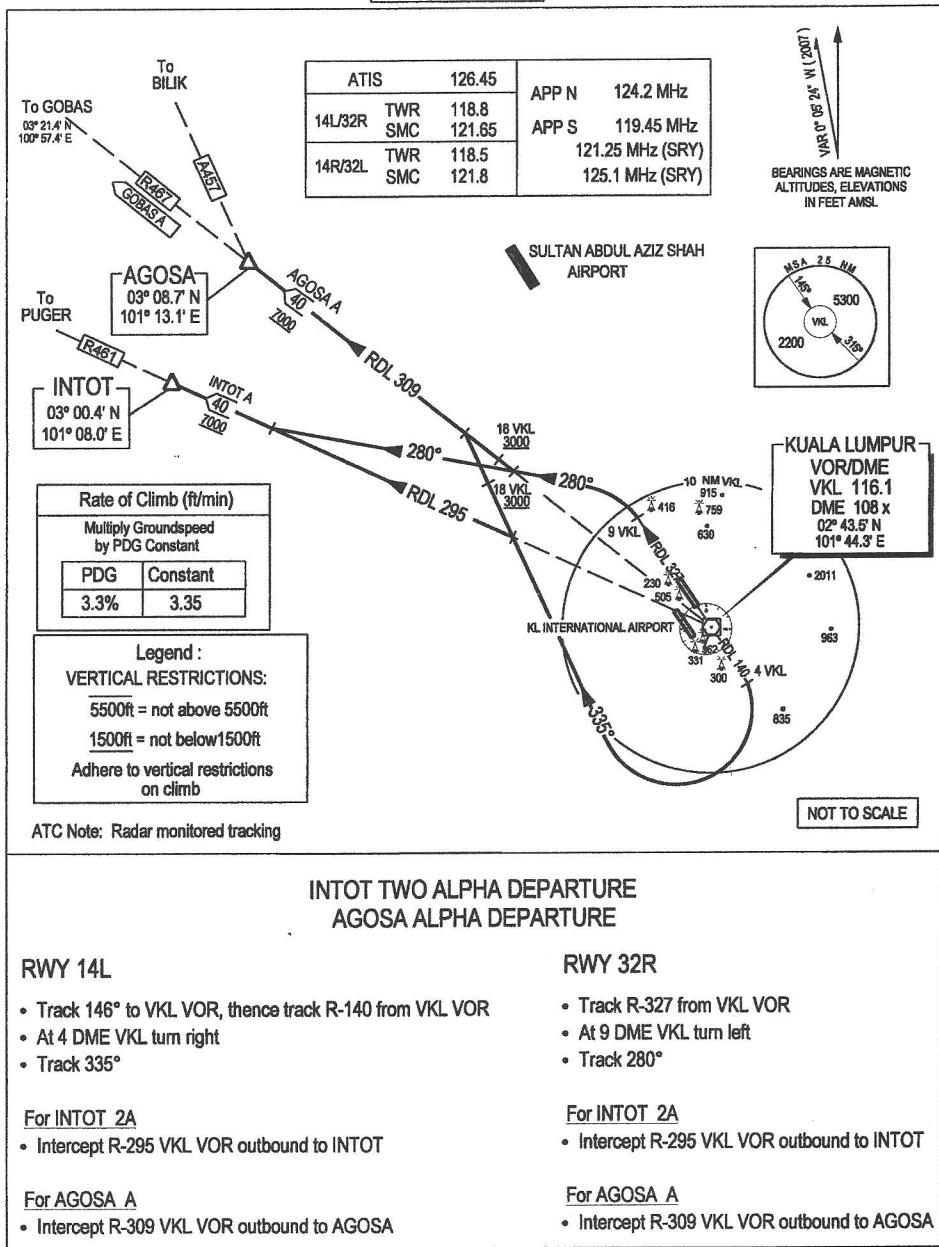
- Intercept R-027 outbound from VKL VOR to PIBOS

**STANDARD DEPARTURE
CHART INSTRUMENT
(SID) - ICAO**

TRANSITION ALTITUDE
11 000 ft

ACD	128.0
LUMPUR GROUND	
APRONS (MM, MS, ME & MW)	122.15
APRONS (SE & SS)	122.275
APRONS (SN & SW)	122.85
APRONS (CHCE, CW)	123.25
APRONS (CS)	121.8

**SEPANG / KL INTERNATIONAL AIRPORT
RWY 14L/32R
DEPARTURES NORTH - WEST**



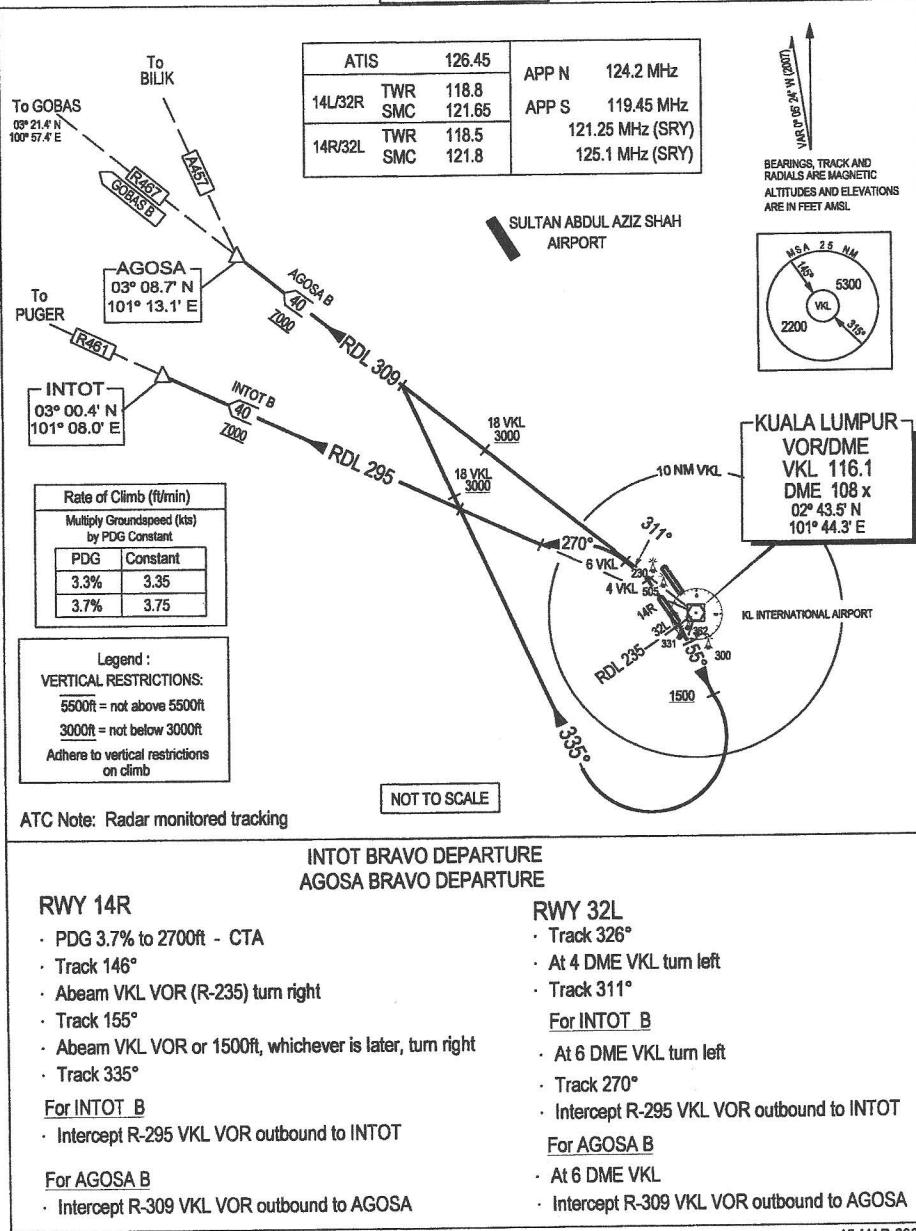
**STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO**
TRANSITION ALTITUDE
11000 ft

ACD	126.0
LUMPUR GROUND	
APRONS (M, MS, ME & MW)	122.15
APRONS (SE & SS)	122.75
APRONS (SN & SW)	122.95
APRONS (NE, NW, E, W)	123.25
APRONS (GS)	121.8

SEPANG / KL INTERNATIONAL AIRPORT

RWY 14R/32L

DEPARTURE NORTH-WEST



**STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO**

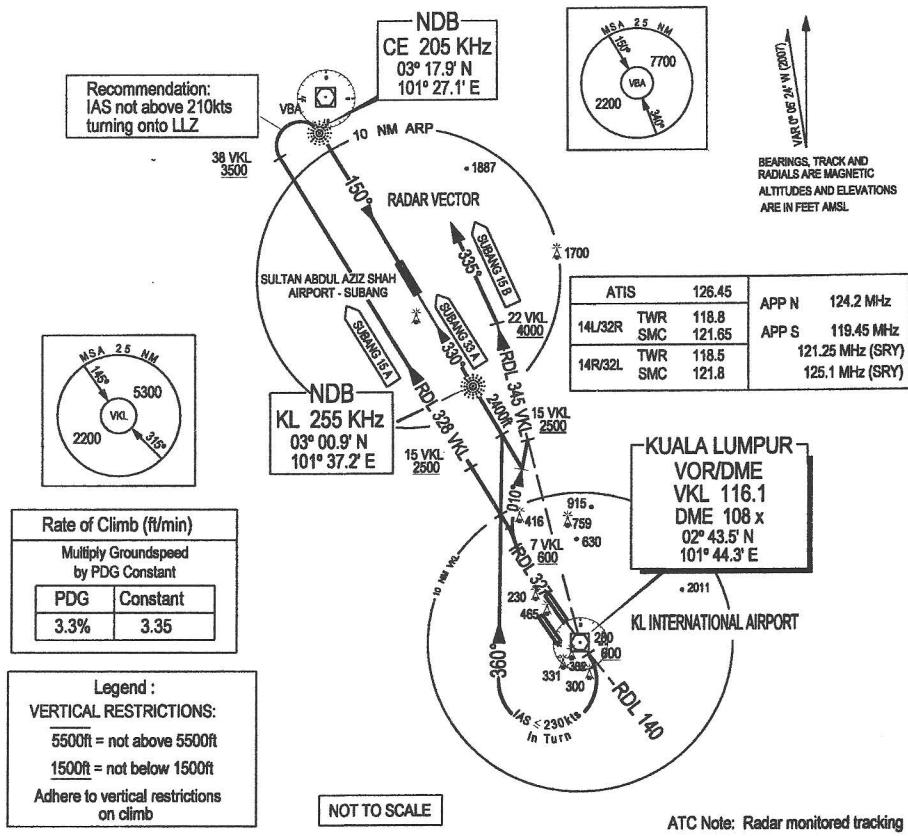
TRANSITION ALTITUDE
11 000 ft

ACD	126.0
LUMPUR GROUND	
APRONS (MV, MS, ME & MW)	122.15
APRONS (SE & SS)	122.275
APRONS (SN & SW)	122.85
APRONS (CN,CE,CW)	123.25
APRONS (CS)	121.8

**SEPANG / KL INTERNATIONAL AIRPORT
RWY 14L/32R**
DEPARTURES FOR SAAS SUBANG

VARY 0524 N (200)

BEARINGS, TRACK AND
RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS
ARE IN FEET AMSL



SUBANG 15 ALPHA DEPARTURE

SUBANG 15 BRAVO DEPARTURE

SUBANG 33 ALPHA DEPARTURE

RWY 14L

- Track 146° to VKL VOR, thence track R-140 from VKL VOR
- At VKL VOR or 600ft, whichever is later, turn right
- Track 360°

For SUBANG Rwy 15 A

- Climb to 3500ft
- Intercept R-328 outbound from VKL VOR
- At 38 DME VKL turn right, descend to 2500ft
- Intercept the LLZ for ILS approach Rwy 15

For SUBANG Rwy 33 A

- Climb to 2400ft
- Intercept the LLZ for ILS approach Rwy 33

RWY 32R

- Track R-327 from VKL VOR
- At 7 DME VKL, not below 600ft, turn right

For SUBANG Rwy 15 A

- Climb to 3500ft
- Intercept R328 outbound from VKL VOR
- At 38 DME VKL turn right, descend to 2500ft
- Intercept the LLZ for ILS approach Rwy 15

For SUBANG Rwy 15 B

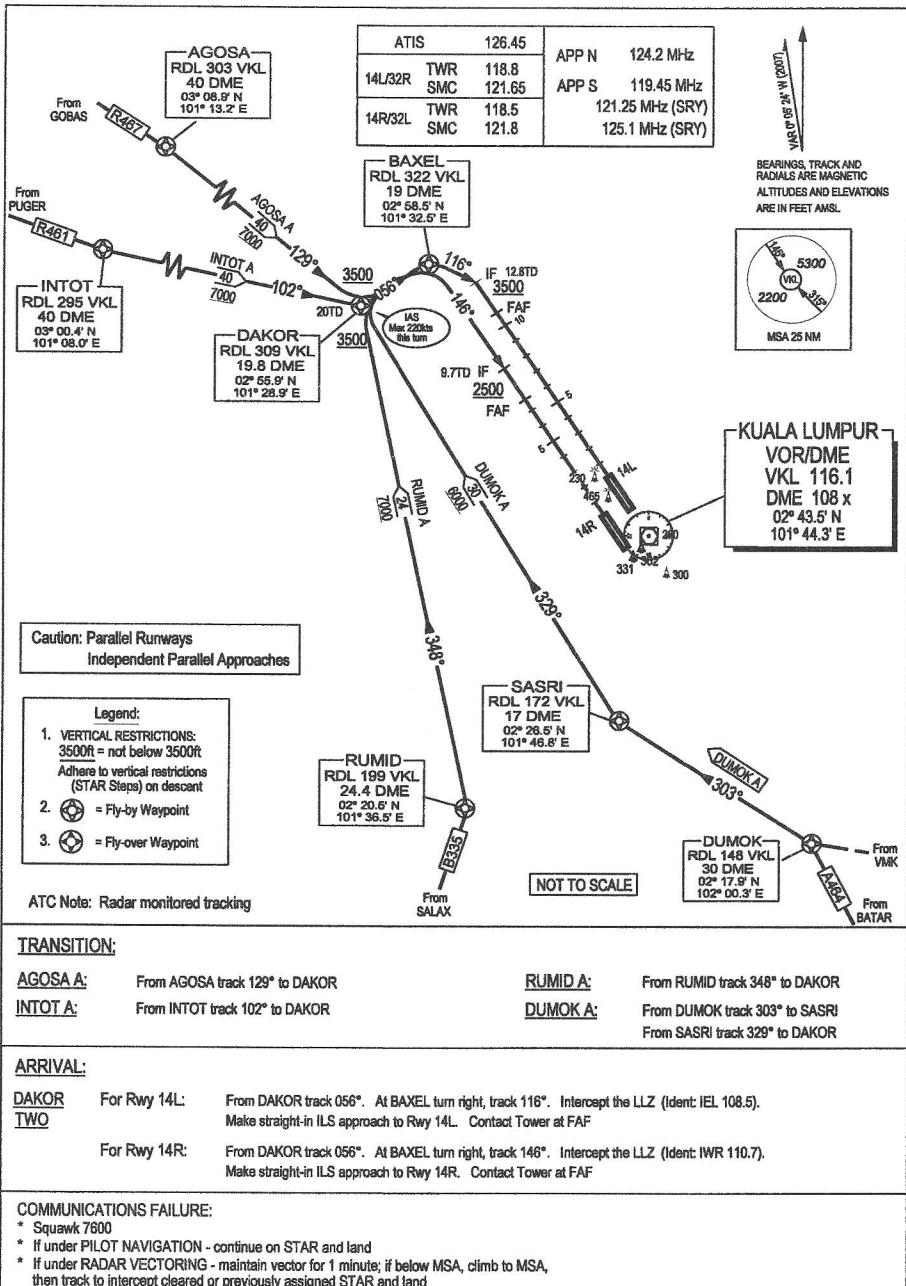
- Climb to 4000ft
- Track 010° to intercept R-345 outbound from VKL VOR
- At 22 DME VKL turn left heading 335°
- Radar vectoring for ILS approach Rwy 15

For SUBANG Rwy 33 A

- Track 010°, climb to 2400ft
- Intercept the LLZ for ILS approach Rwy 33

**STANDARD ARRIVAL
CHART INSTRUMENT
(STAR) - ICAO**
**TRANSITION ALTITUDE
11 000 ft**

LUMPUR GROUND	
APRONS (MN, MS, ME & MW)	122.15
APRONS (SE & SS)	122.275
APRONS (SN & SW)	122.85
APRONS (CN, CE, CW)	123.25
APRONS (CS)	121.8

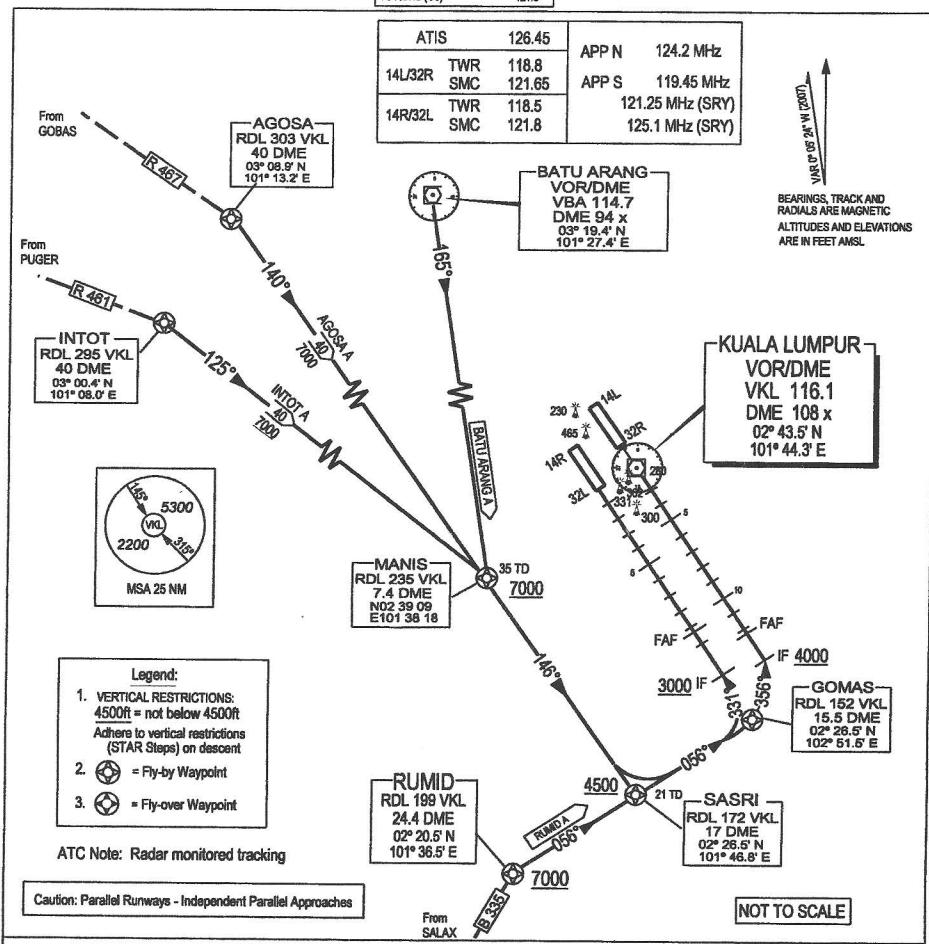
**SEPANG/KL INTERNATIONAL AIRPORT
DAKOR TWO ALPHA ARRIVAL
(RNAV TRACKING)**


**STANDARD ARRIVAL
CHART INSTRUMENT
(STAR) - ICAO**

TRANSITION ALTITUDE
11 000 ft

LUMPUR GROUND	
APRONS (M, MS, ME & MW)	122.15
APRONS (SE & SS)	122.275
APRONS (SW & SW)	122.85
APRONS (CLCE,CW)	123.25
APRONS (CS)	121.8

**SEPANG/KL INTERNATIONAL AIRPORT
SASRI TWO ARRIVAL
(RNAV TRACKING)**



TRANSITION

BATU ARANG A: From VBA VOR track 165° to MANIS
From MANIS track 146° to SASRI

AGOSA A: From AGOSA track 140° to MANIS
From MANIS track 146° to SASRI

INTOT A:

From INTOT track 125° to MANIS
From MANIS track 146° to SASRI

RUMID A:

From RUMID track 056° to SASRI

ARRIVAL:

SASRI TWO For Rwy 32L: From SASRI track 056°. At GOMAS turn left, track 331°. Intercept the LLZ (Ident: IWL 111.9). Make straight-in ILS approach to Rwy 32L. Contact Tower at FAF

For Rwy 32R: From SASRI track 056°. At GOMAS turn left, track 356°. Intercept the LLZ (Ident: IER 109.1). Make straight-in ILS approach to Rwy 32R. Contact Tower at FAF

COMMUNICATIONS FAILURE:

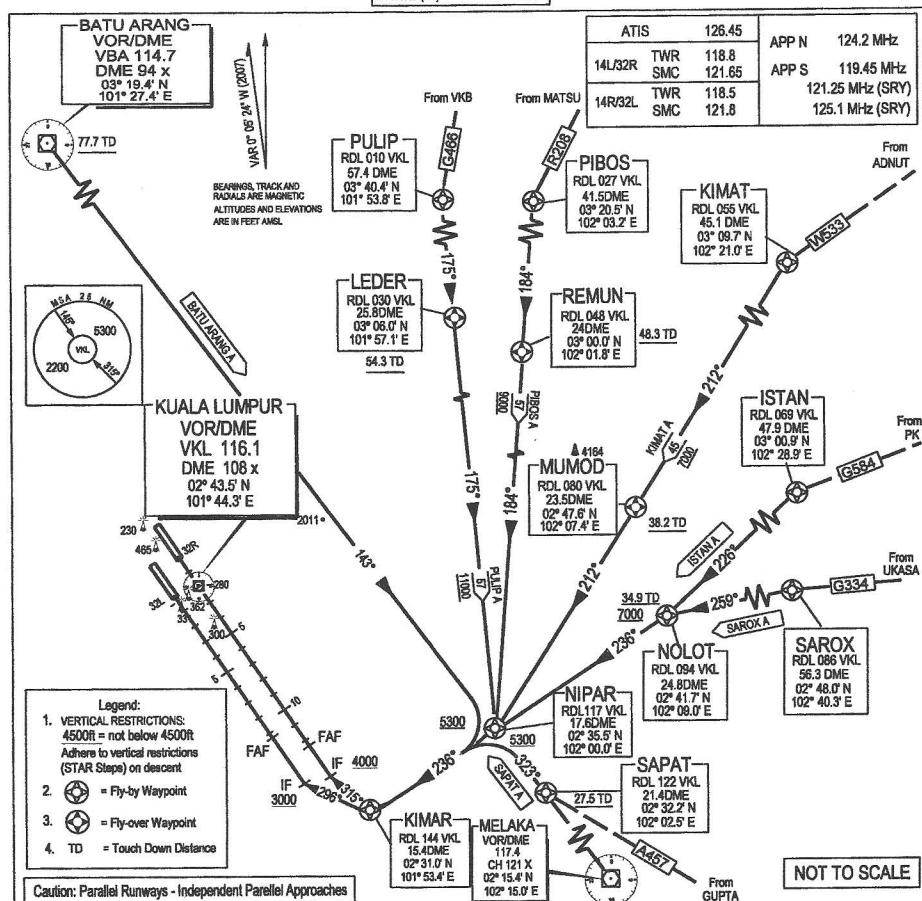
- * Squawk 7600
- * If under PILOT NAVIGATION - continue on STAR and land
- * If under RADAR VECTORING - maintain vector for 1 minute; if below MSA, climb to MSA, then track to intercept cleared or previously assigned STAR and land

**STANDARD ARRIVAL
CHART INSTRUMENT
(STAR) - ICAO**

TRANSITION ALTITUDE
11 000 ft

LUMPUR GROUND	
APRONS (MN, MS, ME & MW)	122.15
APRONS (SE & SS)	122.275
APRONS (SN & SW)	122.85
APRONS (CH, CE, CW)	123.25
APRONS (CS)	121.8

**SEPANG / KL INTERNATIONAL AIRPORT
NIPAR THREE ALPHA ARRIVAL
(RNAV TRACKING)**



TRANSITION:

BATU ARANG A: From VBA VOR track 143° to NIPAR

PULIP A: From PULIP track 175° to LEDER and NIPAR

PIBOS A: From PIBOS track 184° to REMUN and NIPAR

KIMAT A: From KIMAT track 212° to MUMOD and NIPAR

ISTAN A: From ISTAN track 226° to NOLOT

From NOLOT track 236° to NIPAR

SAROX A: From SAROX track 259° to NOLOT

From NOLOT track 236° to NIPAR

SAPAT A: From SAPAT track 323° to NIPAR

ARRIVAL:

NIPAR THREE ALPHA For Rwy 32L: From NIPAR track 236°. At KIMAR turn right, track 296°. Intercept the LLZ (Ident: IWL 111.9). Make straight-in ILS approach to Rwy 32L. Contact Tower at FAF

For Rwy 32R: From NIPAR track 236°. At KIMAR turn right, track 315°. Intercept the LLZ (Ident: IER 109.1). Make straight-in ILS approach to Rwy 32R. Contact Tower at FAF

COMMUNICATIONS FAILURE:

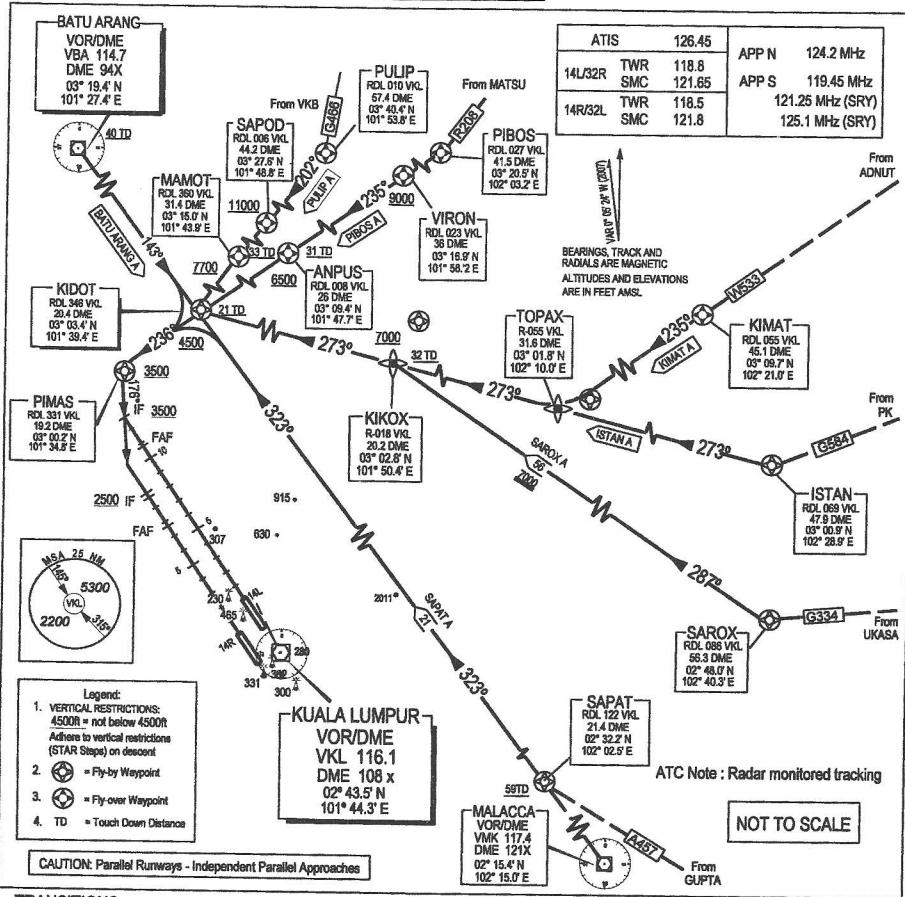
- * Squawk 7600
- * If under PILOT NAVIGATION - continue on STAR and land.
- * If under RADAR VECTORING - maintain vector for 1 minute; if below MSA, climb to MSA, then track to intercept cleared or previously assigned STAR and land.

**STANDARD ARRIVAL
CHART INSTRUMENT
(STAR) - ICAO**

TRANSITION ALTITUDE
11 000 ft

LUMPUR GROUND	
APRONS (MN, MS, ME & MW)	122.15
APRONS (SE & SS)	122.75
APRONS (SA & SW)	122.85
APRONS (CN,CE,CW)	123.25
APRONS (CS)	121.8

**SEPANG / KL INTERNATIONAL AIRPORT
KIDOT THREE ALPHA ARRIVAL
(RNAV TRACKING)**



TRANSITIONS:

- | | | | |
|----------------------|---|-----------------|--|
| BATU ARANG A: | From VBA VOR track 143° to KIDOT | KIMATA: | From KIMAT track 235° to TOPAX |
| PULIP A: | From PULIP track 202° to SAPOD, MAMOT and KIDOT | ISTAN A: | From ISTAN track 273° to TOPAX, KIKOX, and KIDOT |
| PIBOS A: | From PIBOS track 235° to VIRON, ANPUS and KIDOT | SAROX A: | From SAROX track 287° to KIKOX, thence 273° to KIDOT |
| | | SAPAT A: | From SAPAT track 323° to KIDOT |

ARRIVAL

- | | | |
|---------------------|---------------------|--|
| KIDOT | For Rwy 14L: | From KIDOT track 236° to PIMAS, thence 176° to intercept the LLZ. (LLZ ident IEL 106.5)
Make straight-in ILS approach to Rwy 14L. Contact Tower at FAF. |
| THREE ALPHA: | | |
| | For Rwy 14R: | From KIDOT track 236° to PIMAS, thence 176° to intercept the LLZ. (LLZ ident IWR 110.7)
Make straight-in ILS approach to Rwy 14R. Contact Tower at FAF. |

COMMUNICATIONS FAILURE

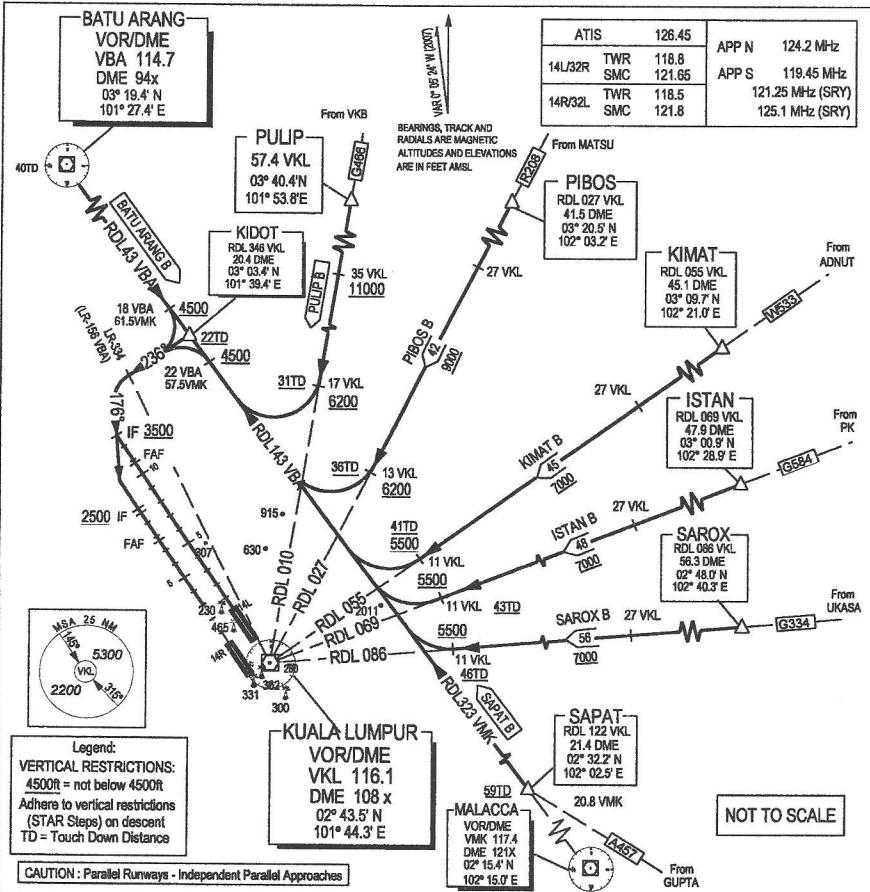
- * Squawk 7600
- * If under PILOT NAVIGATION - continue on STAR and land
- * If under RADAR VECTORING - maintain vector for 1 minute; if below MSA, climb to MSA, then track to intercept cleared or previously assigned STAR and land

**STANDARD ARRIVAL
CHART INSTRUMENT
(STAR) - ICAO**

TRANSITION ALTITUDE
11 000 ft

LUMPUR GROUND	
APRONS (MN, MS, ME & MW)	122.15
APRONS (SE & SS)	122.75
APRONS (SN & SW)	122.85
APRONS (CN,CE,CW)	123.25
APRONS (GS)	121.8

SEPANG / KL INTERNATIONAL AIRPORT
KIDOT THREE BRAVO ARRIVAL

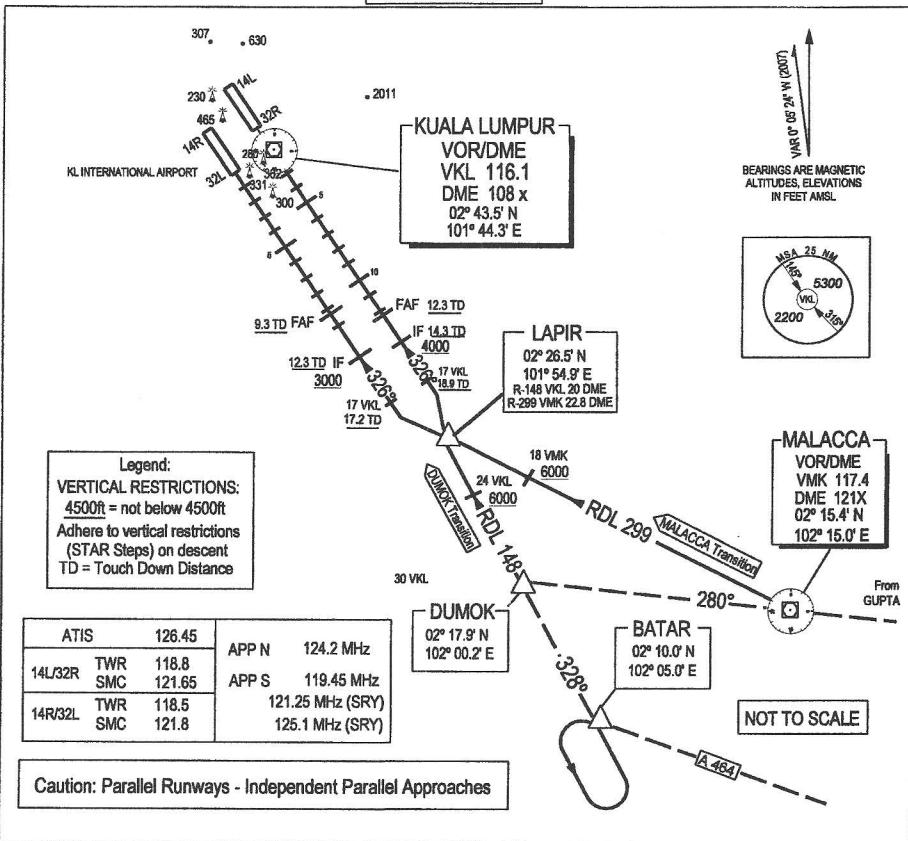


**STANDARD ARRIVAL
CHART INSTRUMENT
(STAR) - ICAO**

TRANSITION ALTITUDE
11 000 ft

LUMPUR GROUND	
APRONS (MN, MS, ME & MW)	122.15
APRONS (SE & SS)	122.275
APRONS (SN & SW)	122.85
APRONS (CN,CE,CW)	123.25
APRONS (CS)	121.8

**SEPANG / KL INTERNATIONAL AIRPORT
LAPIR TWO ARRIVAL**



TRANSITION

DUMOK: From DUMOK track inbound on RDL 148 VKL VOR to LAPIR

MALACCA: From VMK VOR Track RDL 299 outbound from VMK VOR to LAPIR

ARRIVAL

- LAPIR TWO**
- For Rwy 32L: From LAPIR track (298°) to intercept the LLZ (Ident: IML 111.9) by 17 DME VKL (17.2 TD) Make straight-in ILS approach to Rwy 32L. Contact Tower at FAF
 - For Rwy 32R: From LAPIR turn right track (335°) to intercept the LLZ (Ident: IER 109.1) by 17 DME VKL (18.9 TD) Make straight-in ILS approach to Rwy 32R. Contact Tower at FAF

COMMUNICATIONS FAILURE :

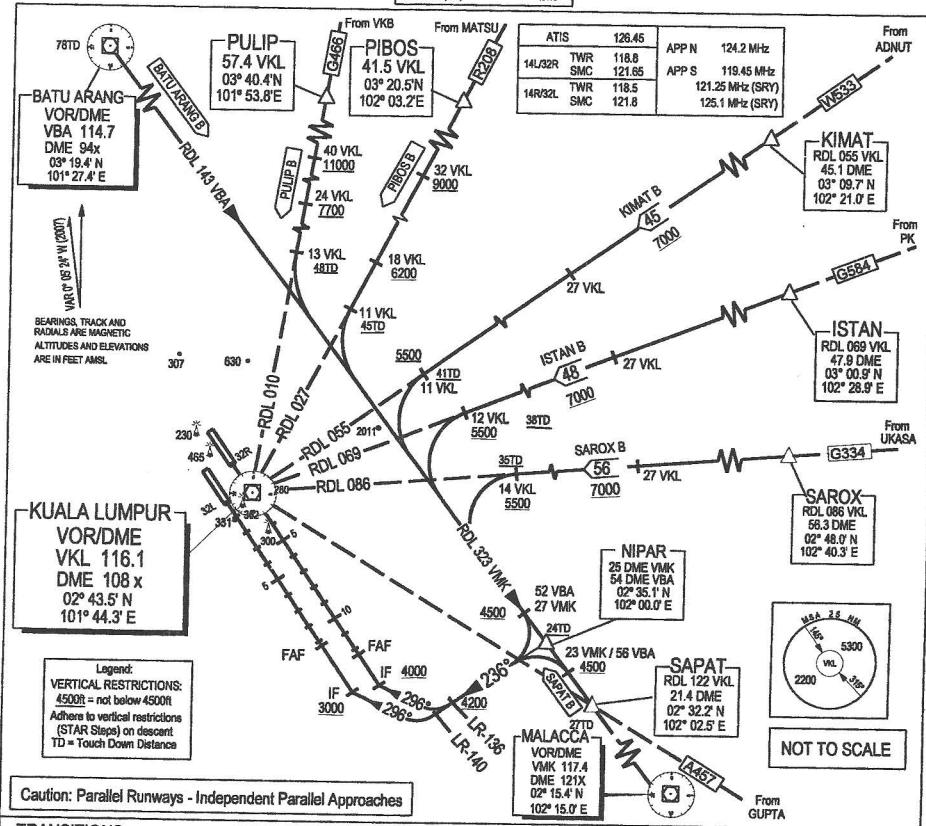
- * Squawk 7600
- * If under PILOT NAVIGATION - continue on STAR and land
- * If under RADAR VECTORIZATION - maintain vector for 1 minute; if below MSA, climb to MSA, then track to intercept cleared or previously assigned STAR and land

**STANDARD ARRIVAL
CHART INSTRUMENT
(STAR) - ICAO**

TRANSITION ALTITUDE
11 000 ft

LUMPUR GROUND	
APRONS (MN, MS, ME & MV)	122.15
APRONS (SE & SS)	122.275
APRONS (SN & SW)	122.85
APRONS (CN,CE,CW)	123.25
APRONS (CS)	121.8

**SEPANG / KL INTERNATIONAL AIRPORT
NIPAR THREE BRAVO ARRIVAL**



TRANSITIONS:

(Note: RDL 323 VMK and RDL 143 VBA are inter-changeable)

BATU ARANG B: From VBA VOR track RDL 143 outbound to NIPAR

PULIP B: From PULIP track inbound on RDL 010 VKL VOR
At 13 DME VKL turn left, track RDL 323 VMK to NIPAR

PIBOS B: From PIBOS track inbound on RDL 027 VKL VOR
At 11 DME VKL turn left, track RDL 323 VMK to NIPAR

KIMAT B: From KIMAT track inbound on RDL 055 VKL VOR
At 11 DME VKL turn left, track RDL 323 VMK to NIPAR

ISTAN B: From ISTAN track inbound on RDL 069 VKL VOR
At 12 DME VKL turn left, track RDL 323 VMK to NIPAR

SAROX B: From SAROX track inbound on RDL 086 VKL VOR
At 14 DME VKL turn left, track RDL 323 VMK to NIPAR

SAPAT B: From SAPAT track outbound on RDL 323 VMK to NIPAR

ARRIVAL:

NIPAR For Rwy 32L: From NIPAR track 236°. Crossing LR-140 VKL turn right, track 296°. Intercept the LLZ (Ident: IWL 111.9). Make straight-in ILS approach to Rwy 32L. Contact Tower at FAF

THREE For Rwy 32R: From NIPAR track 236°. Crossing LR-136 VKL turn right, track 296°. Intercept the LLZ (Ident: IER 109.1). Make straight-in ILS approach to Rwy 32R. Contact Tower at FAF

COMMUNICATIONS FAILURE:

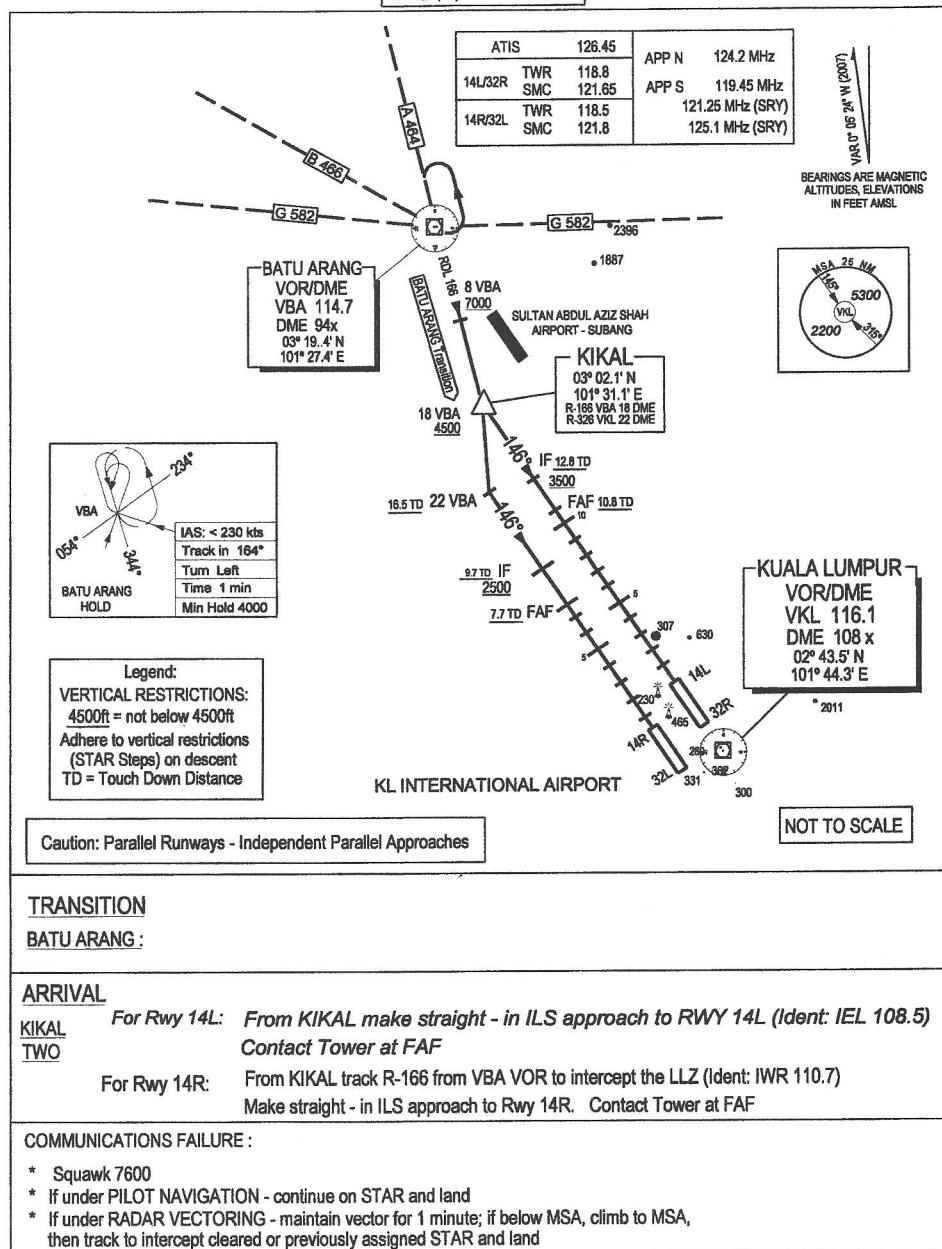
- * Squawk 7600
- * If under PILOT NAVIGATION - continue on STAR and land
- * If under RADAR VECTORING - maintain vector for 1 minute; if below MSA, climb to MSA, then track to intercept cleared or previously assigned STAR and land

**STANDARD ARRIVAL
CHART INSTRUMENT
(STAR) - ICAO**

TRANSITION ALTITUDE
11 000 ft

LUMPUR GROUND	
APRONS (MN, MS, ME & MW)	122.15
APRONS (SE & SS)	122.275
APRONS (SN & SW)	122.85
APRONS (CN,CE,CW)	123.25
APRONS (CS)	121.8

**SEPANG / KL INTERNATIONAL AIRPORT
KIKAL TWO ARRIVAL**



**INSTRUMENT
APPROACH
CHART - ICAO**

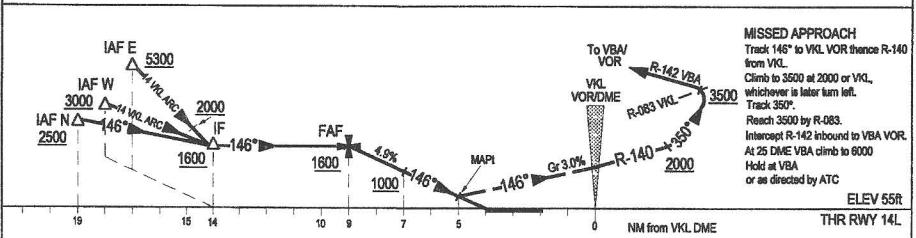
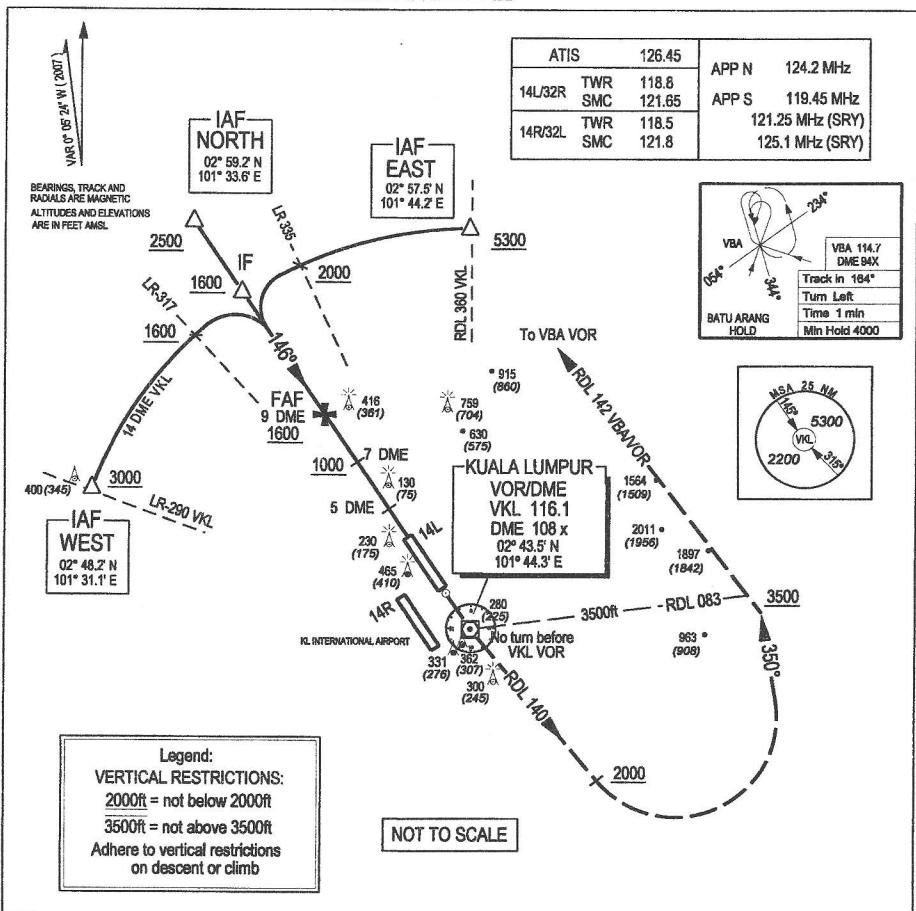
AD ELEV 70ft
HEIGHT RELATED TO
THR RWY 14L - ELEV 55ft

LUMPUR GROUND	
APRONS (MN, MS, ME & MW)	122.15
APRONS (SE & SS)	122.275
APRONS (SN & SW)	122.85
APRONS (CN, CE, CW)	123.25
APRONS (CS)	121.8

TRANSITION ALTITUDE
11,000 FT

SEPANG / KL INTERNATIONAL AIRPORT

VOR/DME
RWY 14L



OCA (OCH)		A	B	C	D
VOR/DME	Straight - in - Approach	430 (375)	450 (395)	470 (415)	
Circling *		760 (705)	1260 (1205)		

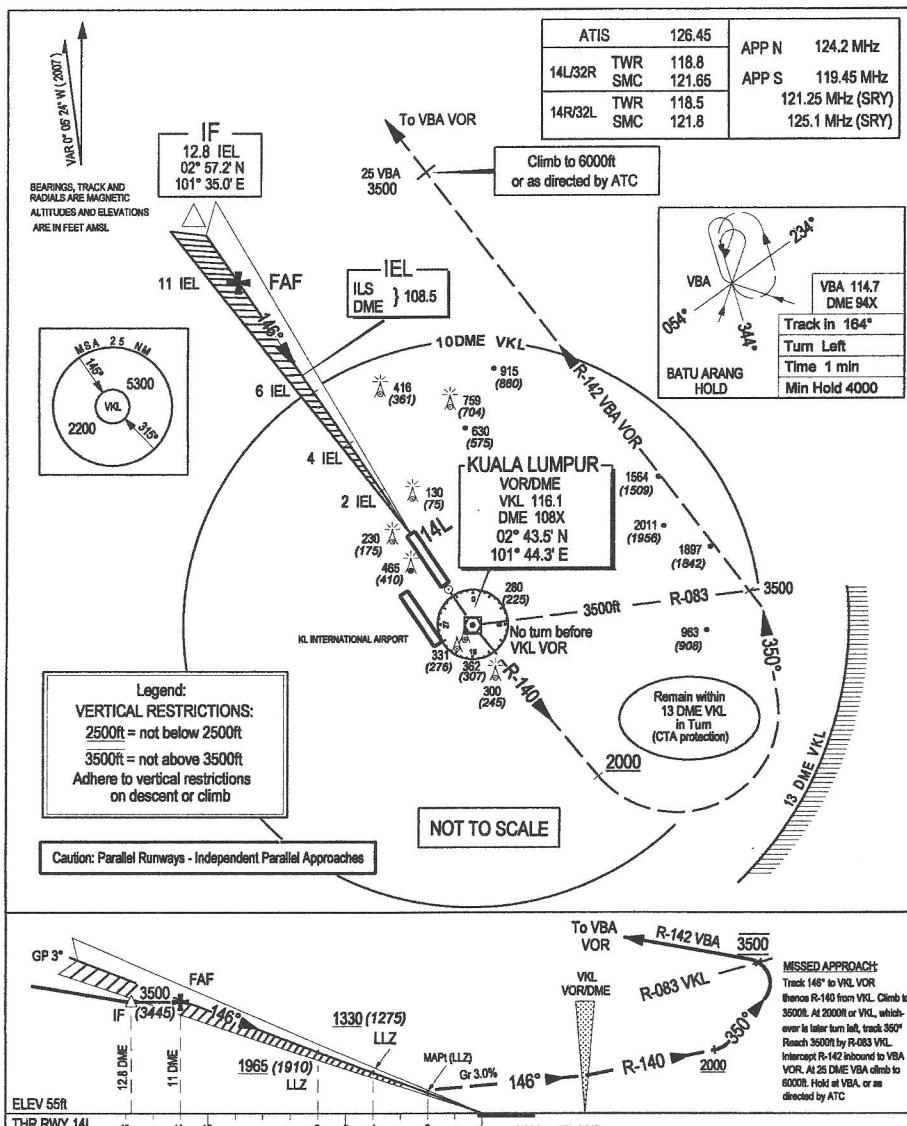
NOTE: * Circling not permitted west of Rev 14L/32R
centrelines, except when authorised by ATC

DME DIST	9	8	7	6
ALTITUDE	1600	1305	1010	720

**INSTRUMENT
APPROACH
CHART - ICAO**

 AD ELEV 70ft
 HEIGHT RELATED TO
 THR RWY 14L - ELEV 55ft

LUMPUR GROUND	
APRONS (MN, MS, ME & MN)	122.15
APRONS (SE & SS)	122.275
APRONS (SN & SW)	122.85
APRONS (CN,CE,CW)	123.25
APRONS (CS)	121.8
TRANSITION ALTITUDE	
11,000 FT	

SEPANG / KL INTERNATIONAL AIRPORT
ILS/DME or LLZ/DME
RWY 14L (Use IEL DME)


OCA (OCH)					
Aircraft Category	A	B	C	D	
ILS/DME	Cat I		255 (200)		
LLZ/DME	GP INOP		690 (635)		
Circling *		760 (705)		1260 (1205)	

NOTE: * Circling not permitted west of RWY 14L/32R centerline, except when authorised by ATC

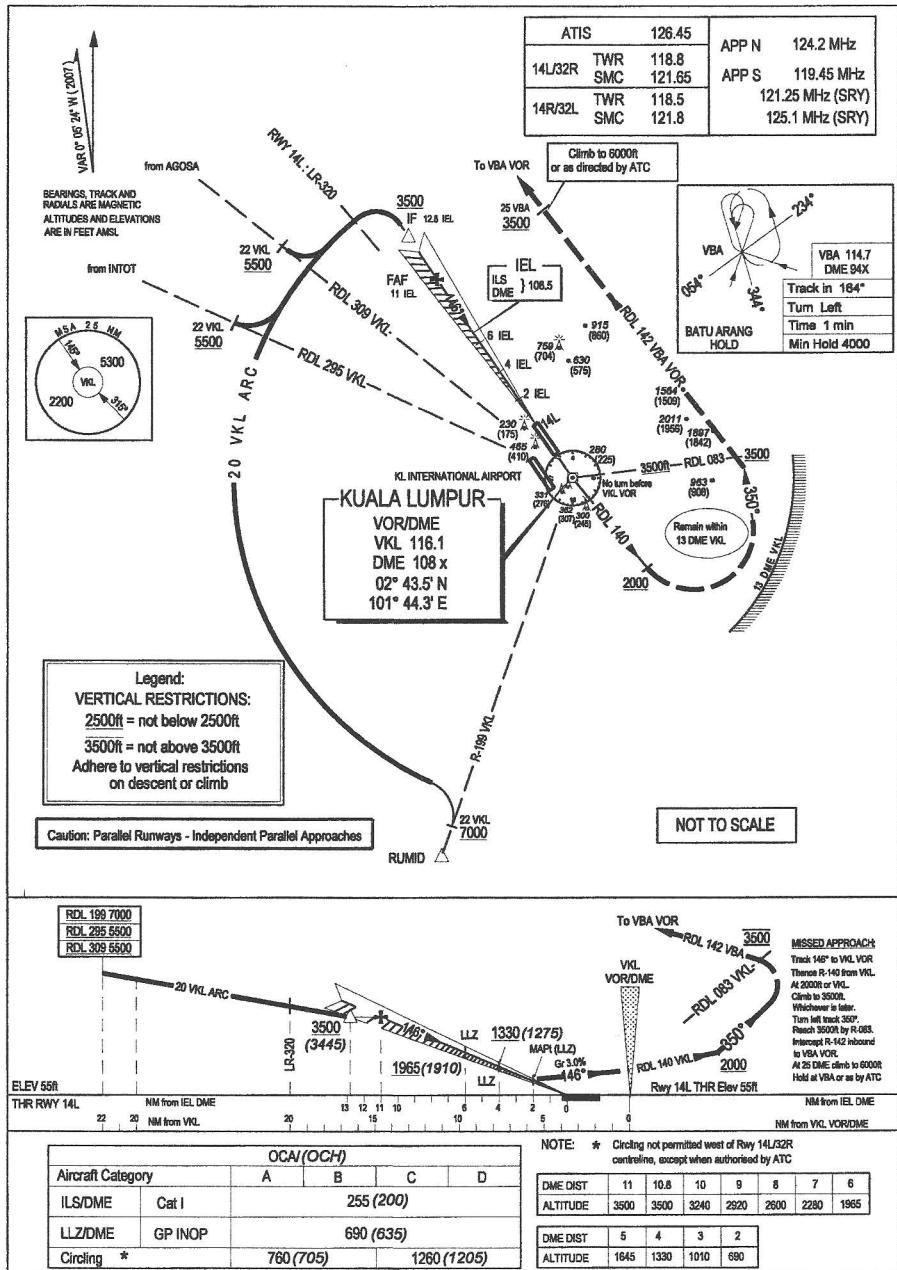
DME DIST	11	10.8	10	9	8	7	6
ALTITUDE	3500	3500	3240	2920	2600	2280	1965
DME DIST	5	4	3	2			
ALTITUDE	1645	1330	1010	680			

**INSTRUMENT
APPROACH
CHART - ICAO**

AD ELEV 70ft
HEIGHT RELATED TO
THR RWY 14L - ELEV 55ft

LIMPUR GROUND	
APRONS (MN, MS, ME & MW)	122.15
APRONS (GE & SS)	122.275
APRONS (SN & SW)	122.35
APRONS (O.N.C.E.C.W)	123.25
APRONS (CS)	123.8

TRANSITION ALTITUDE
11,000 FT

SEPANG / KL INTERNATIONAL AIRPORT
VOR/DME - ILS/DME or LLZ/DME
RWY 14L


**INSTRUMENT
APPROACH
CHART - ICAO**

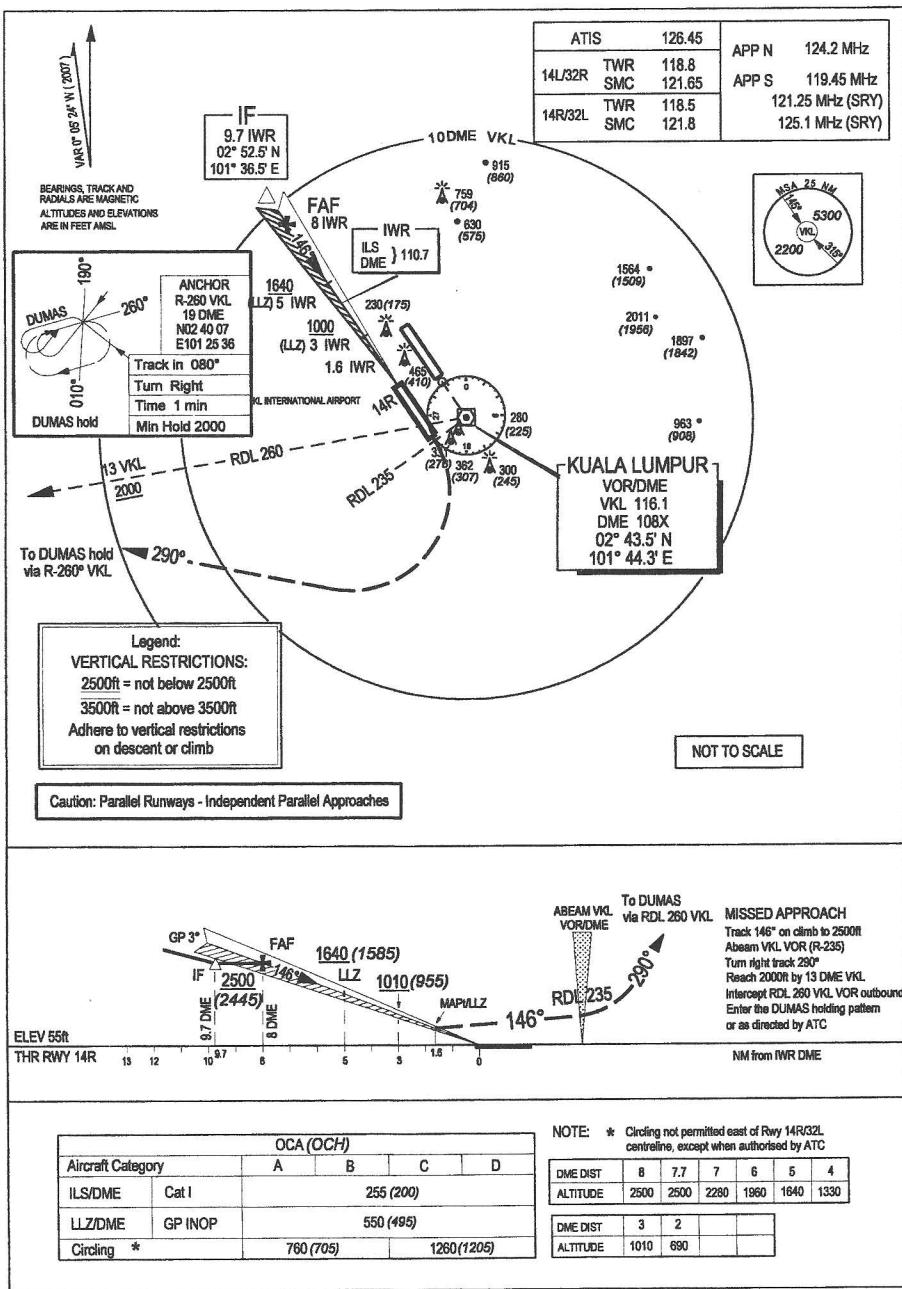
AD ELEV 70ft
HEIGHT RELATED TO
THR RWY 14R - ELEV 55ft

LUMPUR GROUND	
APRONS (MN, MS, ME & MV)	122.15
APRONS (SE & SS)	122.275
APRONS (SN & SW)	122.85
APRONS (CN, CE, CW)	123.25
APRONS (CS)	121.8

TRANSITION ALTITUDE
11,000 FT

SEPANG / KL INTERNATIONAL AIRPORT

ILS/DME or LLZ/DME
RWY 14R (Use IWR DME)

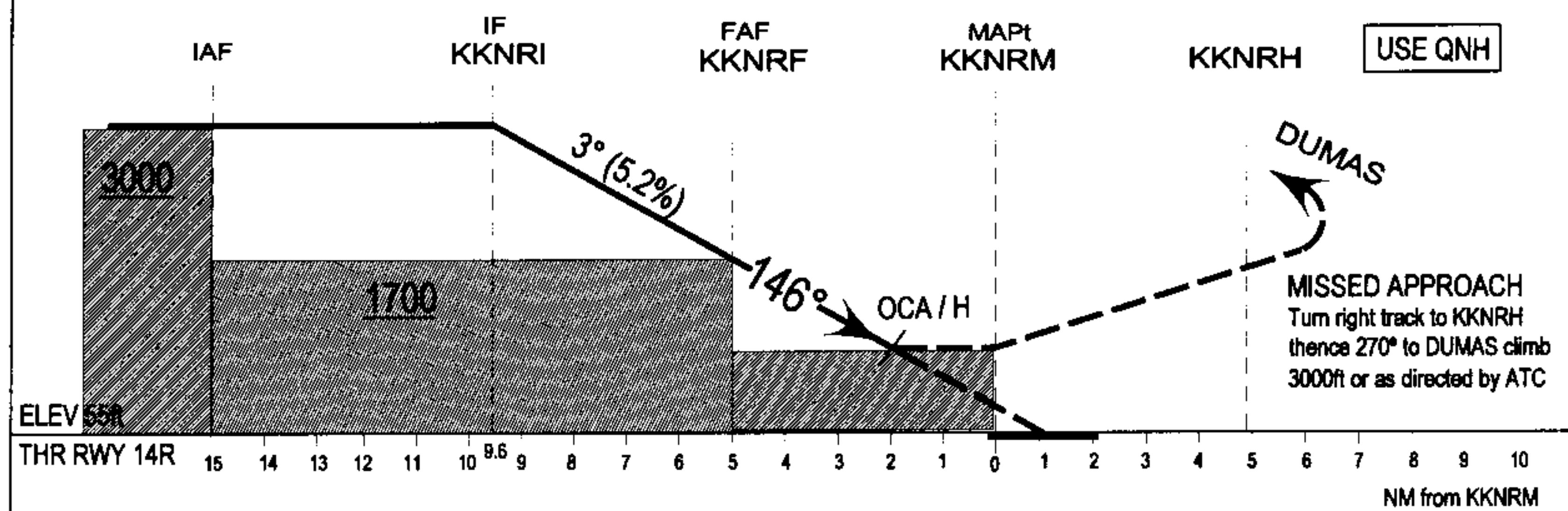
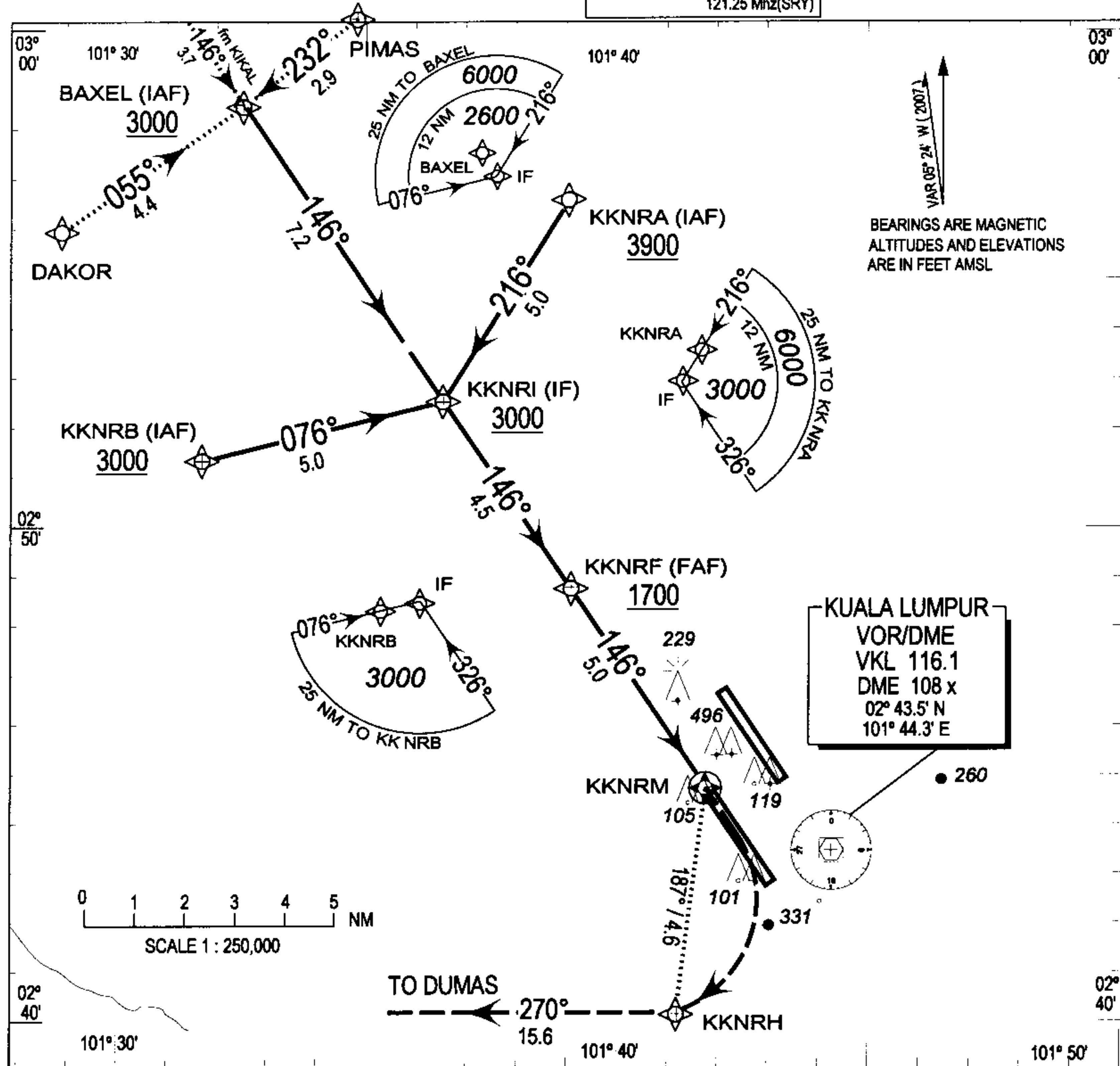


INSTRUMENT
APPROACH
CHART - ICAOAD ELEV 70ft
HEIGHT RELATED TO
THR RWY 14R - ELEV 55ftTRANSITION LEVEL
FL 130APP DIRECTOR 125.1 Mhz
APP N 124.2 Mhz
APP S 119.45 Mhz
121.25 Mhz(SRY)

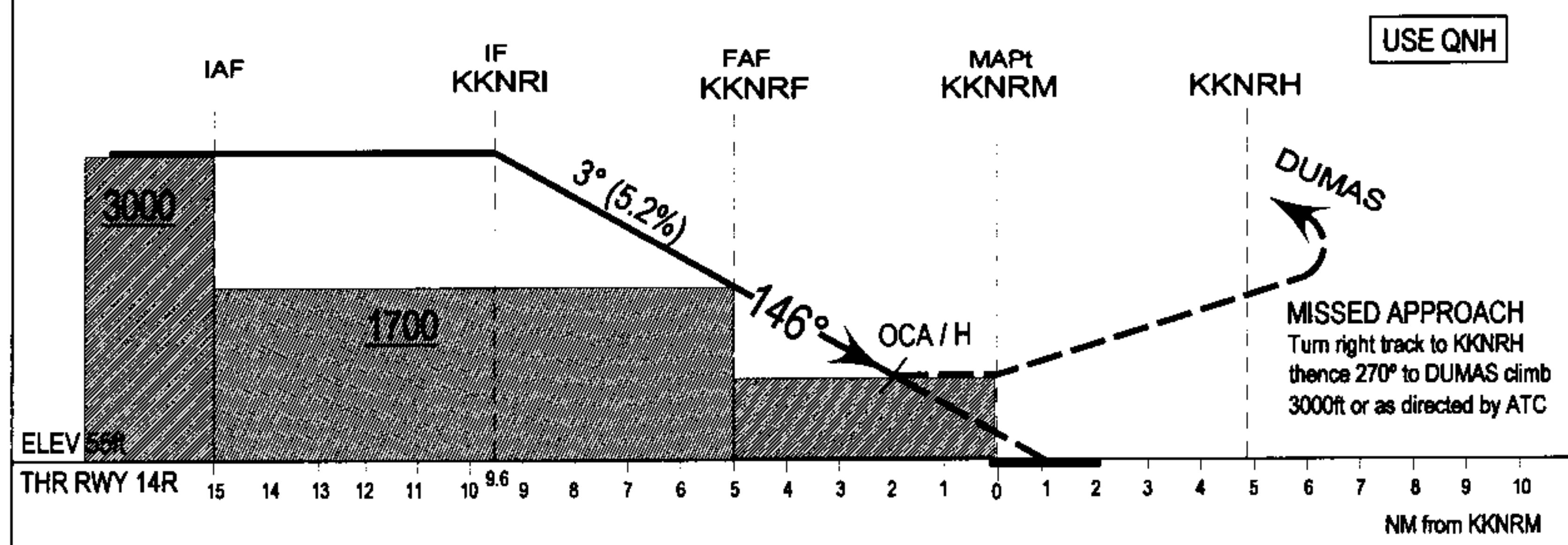
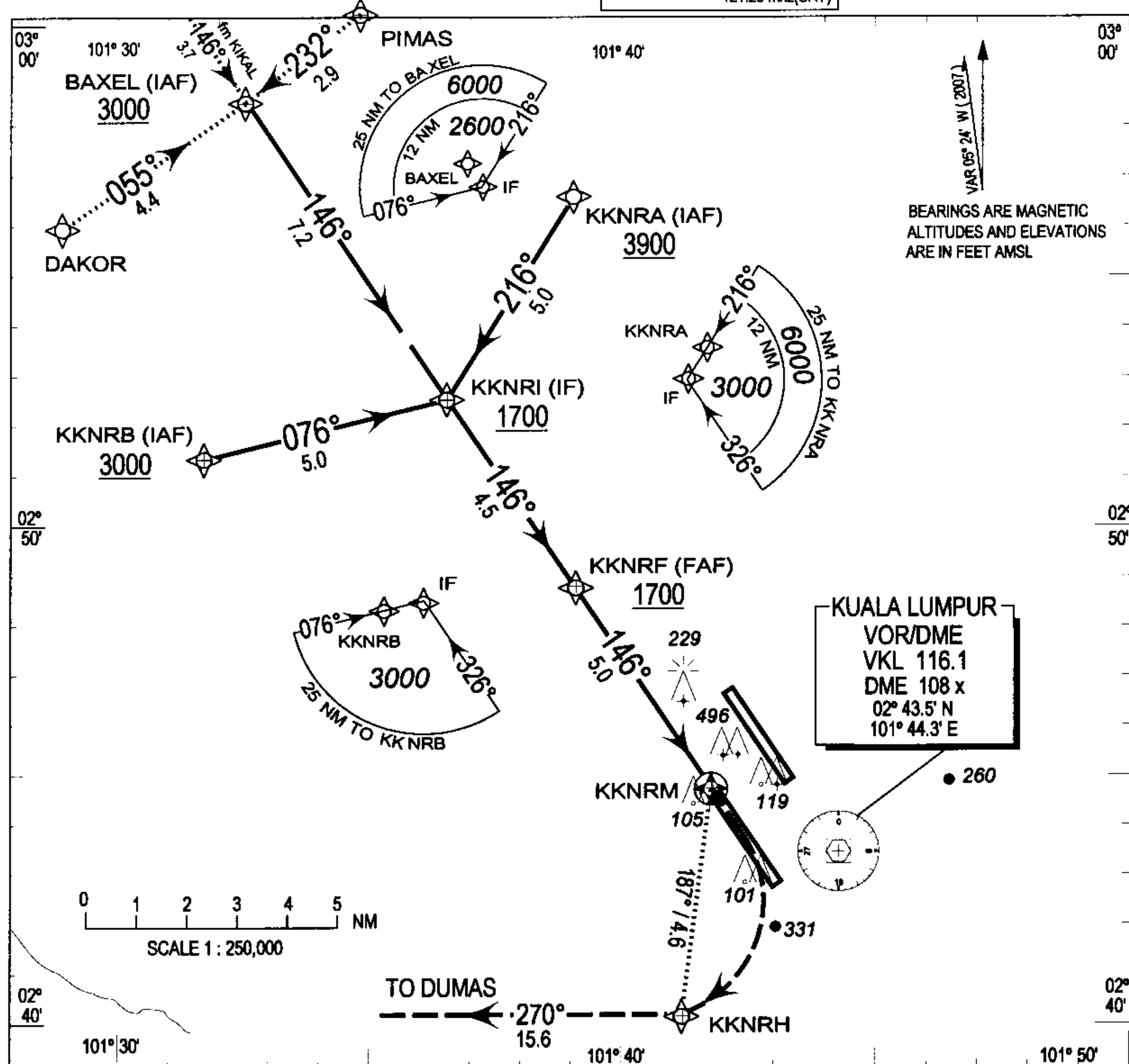
SEPANG/KL INTERNATIONAL AIRPORT

RNAV (VOR/DME)

RWY 14R



OCA / H									
Aircraft Category	A	B	C	D					
Straight - in - Approach	710 (655)								
NM to next WP	4	3	2	1	KKNRF	4	3	2	1.9
Alt (3° Approach Path)	3000	2650	2350	2030	1700	1390	1070	750	710

INSTRUMENT
APPROACH
CHART - ICAOAD ELEV 70ft
HEIGHT RELATED TO
THR RWY 14R - ELEV 55ftTRANSITION LEVEL
FL 130APP DIRECTOR 125.1 Mhz
APP N 124.2 Mhz
APP S 119.45 Mhz
121.25 Mhz(SRY)RNAV (GNSS)
RWY 14R

OCA / H				
Aircraft Category	A	B	C	D
Straight - in - Approach	710 (655)			

NM to next WP	4	3	2	1	KKNRF	4	3	2	1.9	KKNRM
Alt (3° Approach Path)	3000	2650	2350	2030	1700	1390	1070	750	710	

INSTRUMENT
APPROACH
CHART - ICAO

AD ELEV 70ft
HEIGHT RELATED TO
THR RWY 32L - ELEV 48ft

LUMPUR GROUND	
APRONS (MV, MS, ME & MW)	122.15
APRONS (SE & SS)	122.75
APRONS (SH & SW)	122.85
APRONS (CN,CE,CW)	123.05
APRONS (CS)	123.15

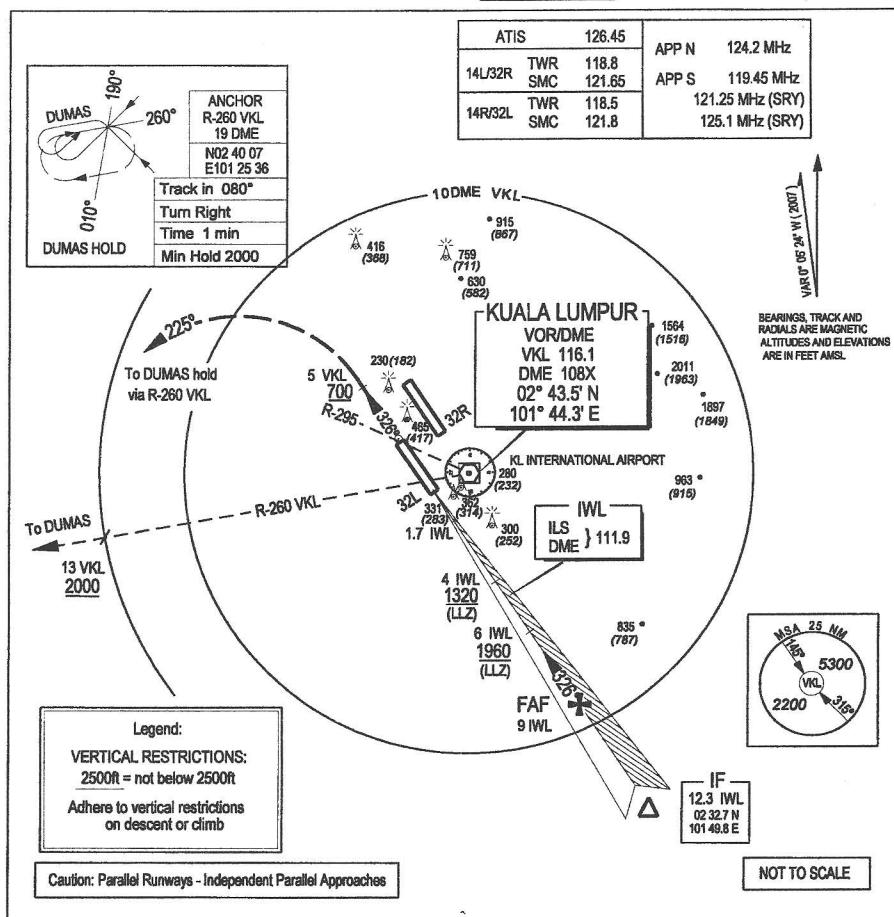
TRANSITION ALTITUDE
11,000 FT

SEPANG / KL INTERNATIONAL AIRPORT

ILS/DME or LLZ/DME

RWY 32L (Use IWL DME)

ATIS	126.45	APP N	124.2 MHz
14L/32R TWR	118.8	APP S	119.45 MHz
SMC	121.65		121.25 MHz (SRY)
14R/32L TWR	118.5		125.1 MHz (SRY)
SMC	121.8		

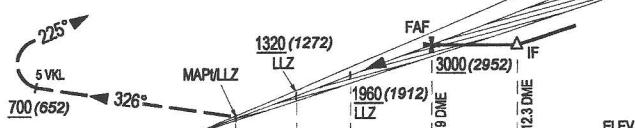


MISSIED APPROACH

Track 326° on climb to 2500ft
Turn not permitted before DER (R-295 VKL)
Alt or above 700ft and by 5 DME VKL turn left
Reach 2000ft by 13 DME VKL
Intercept R-260 VKL VOR outbound
Enter the DUMAS holding pattern
or as directed by ATC

NM from IWL DME

To DUMAS



OCA (OCH)					
Aircraft Category	A	B	C	D	
ILS/DME	Cat I		248 (200)		
LLZ/DME	GP INOP		570 (522)		

NOTE: * Circling not permitted east of Rwy 32L/14R centreline, except when authorised by ATC

DME DIST	9.3	9	8	7	6	5
ALITUDE	3000	2915	2800	2280	1960	1640
DME DIST	4	3	2			

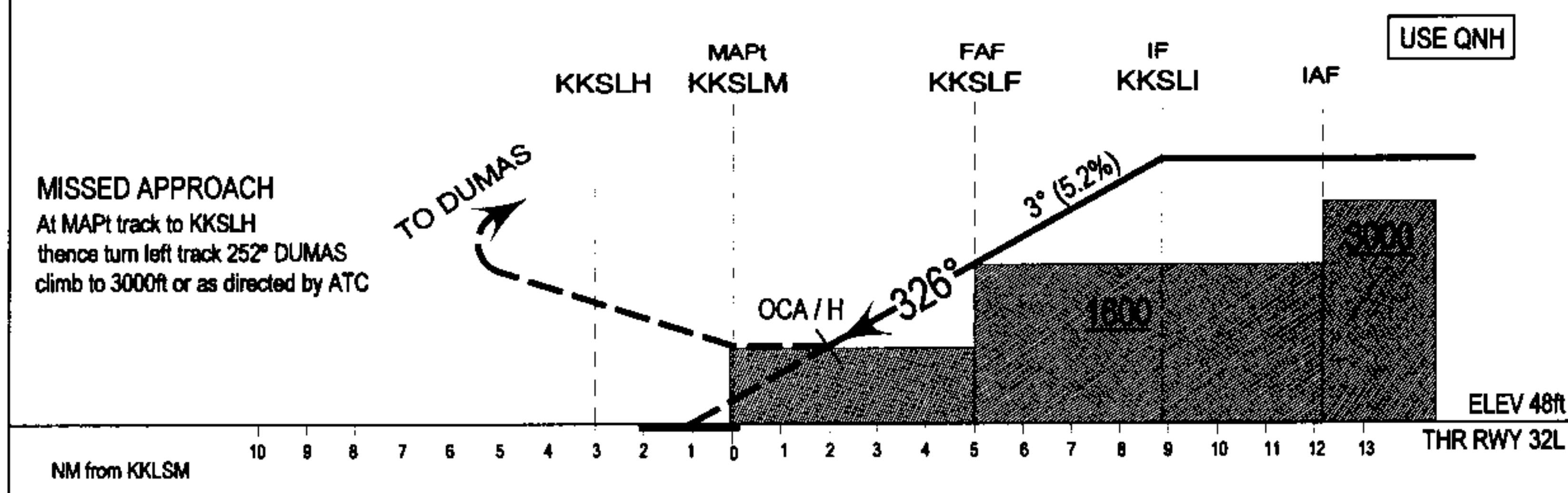
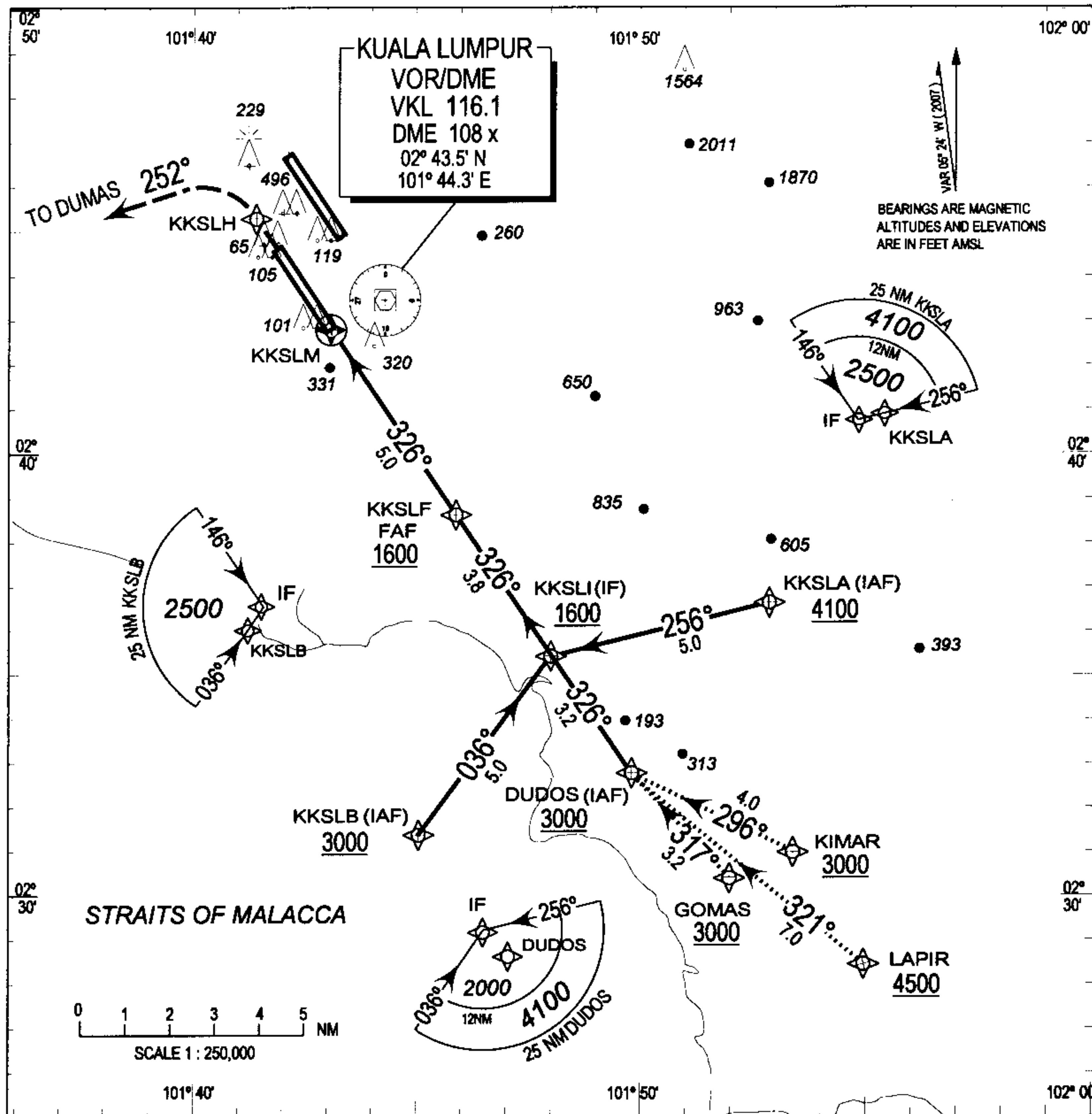
DME DIST	4	3	2
ALITUDE	1320	1000	680

**INSTRUMENT
APPROACH
CHART - ICAO**

AD ELEV 70ft
HEIGHT RELATED TO
THR RWY 32L - ELEV 48ft

TRANSITION LEVEL
FL 130

APP DIRECTOR 125.1 MHz
APP N 124.2 MHz
APP S 119.45 MHz
121.25 MHz(SRY)

RNAV (VOR/DME)
RWY 32L


OCA / H				
Aircraft Category	A	B	C	D
Straight - in - Approach			610 (562)	

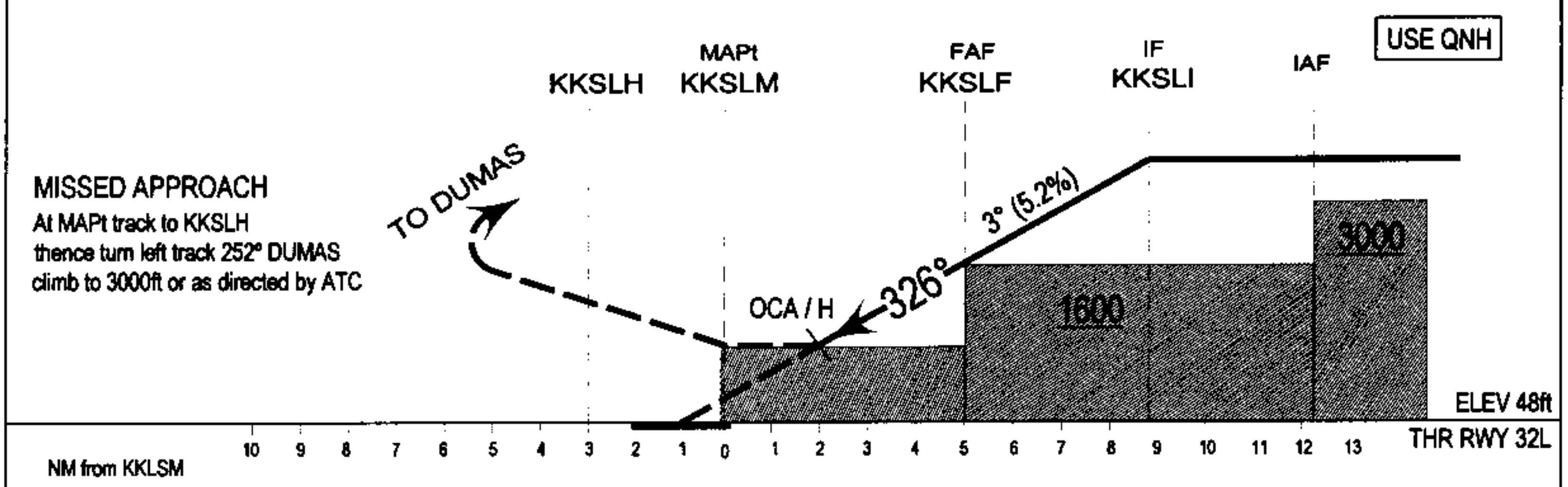
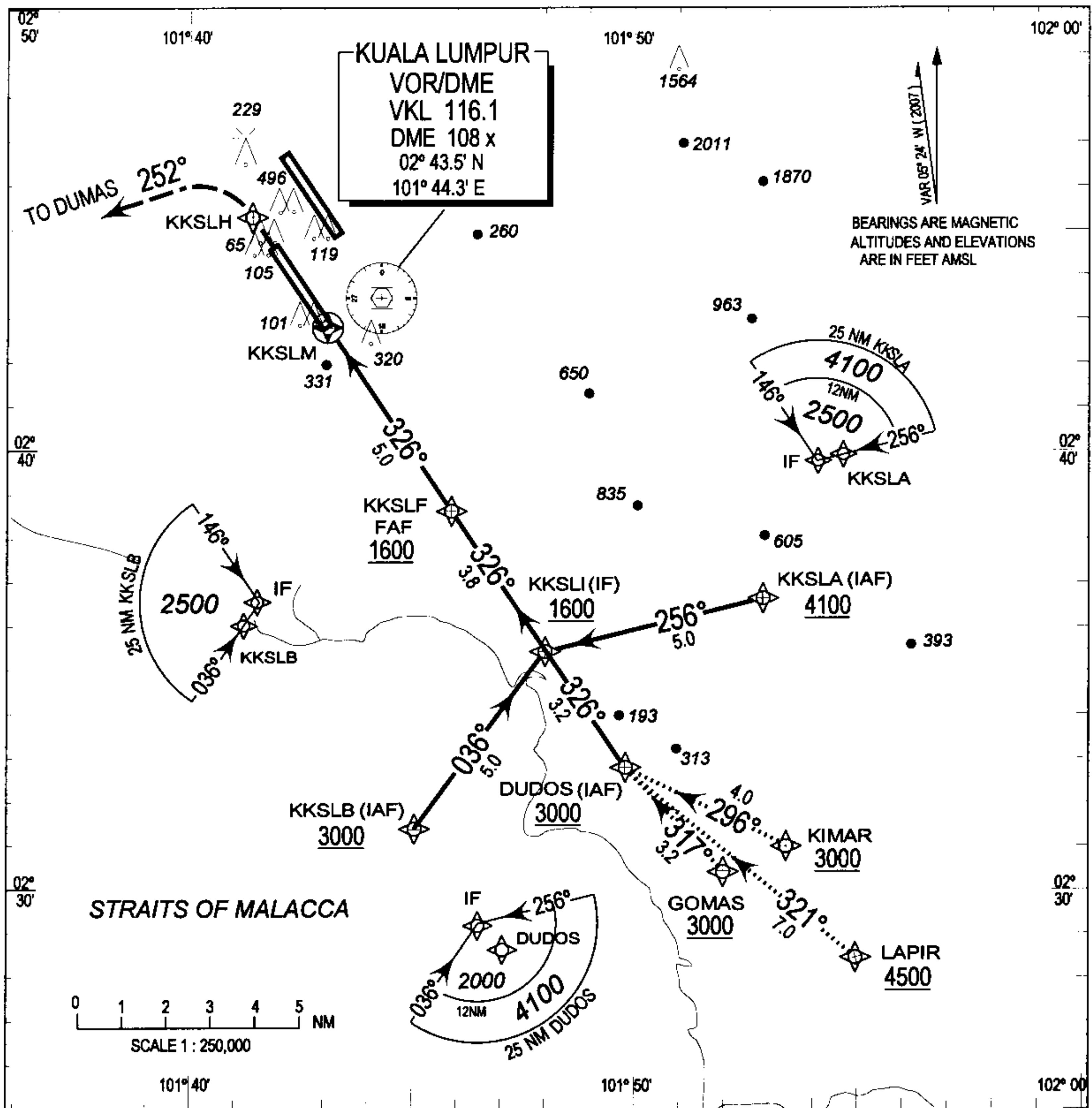
NM to next WP	KKSLM	1.6	2	3	4	KKSLF (FAF)	1	2	3	4
Alt (3° Approach Path)		610	730	1050	1370	1700	2000	2310	2630	2950

INSTRUMENT
APPROACH
CHART - ICAOAD ELEV 70ft
HEIGHT RELATED TO
THR RWY 32L - ELEV 48ftTRANSITION LEVEL
FL 130

SEPANG/KL INTERNATIONAL AIRPORT

RNAV (GNSS)

RWY 32L



OCA/H				
Aircraft Category	A	B	C	D
Straight - in - Approach	610 (562)			

NM to next WP	KKSLM	1.6	2	3	4	KKSLF (FAF)	1	2	3	4
Alt (3° Approach Path)	/	610	730	1050	1370	1700	2000	2310	2630	2950

**INSTRUMENT
APPROACH
CHART - ICAO**

AD ELEV 70R
HEIGHT RELATED TO
THR RWY 32R - ELEV 70ft

LUMPUR GROUND

APRONS (MN, MS, ME & MW)	122.15
APRONS (SE & SS)	122.275
APRONS (SN & SW)	122.85
APRONS (CN, CE, CW)	123.25
APRONS (CS)	121.8

SEPANG / KL INTERNATIONAL AIRPORT

ILS/DME or LLZ/DME

RWY 32R (Use IER DME)

TRANSITION ALTITUDE
11,000 FT

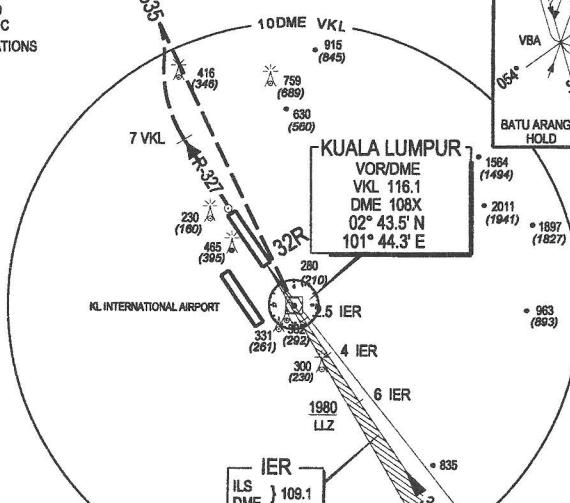
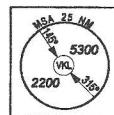
ATIS	126.45
14L/32R	TWR 118.8
	SMC 121.65
14R/32L	TWR 118.5
	SMC 121.8

APP N	124.2 MHz
APP S	119.45 MHz
	121.25 MHz (SRY)
	125.1 MHz (SRY)

VAR 0524W (2007)

To VBA VOR

BEARINGS, TRACK AND
RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS
ARE IN FEET AMSL



Legend:
VERTICAL RESTRICTIONS:
2500ft = not below 2500ft
Adhere to vertical restrictions
on descent

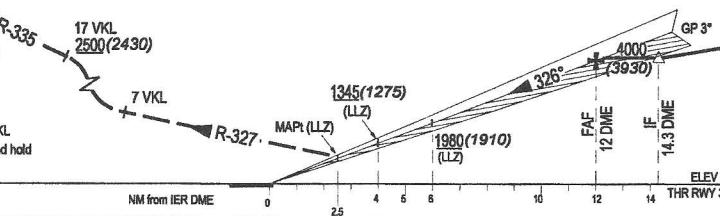
Caution: Parallel Runways - Independent Parallel Approaches

NOT TO SCALE

To VBA VOR

MISSSED APPROACH:
Track R-327 from VKL VOR
on climb to 6000ft.

At 7 DME VKL turn right
Intercept R-325 VKL VOR
Reach 2500ft by 17 DME VKL
Track direct to VBA VOR and hold
Or as directed by ATC



NM from IER DME 0 2.5 4 5 6 8 10 12 14 THR RWY 32R

OCA (OCH)

Aircraft Category

A

B

C

D

ILS/DME

Cat I

270 (200)

LLZ/DME

GP INOP

880 (790)

Circling *

860 (790)

1260 (1190)

NOTE: * Circling not permitted west of Runway 32R/14L
centreline, except when authorised by ATC

DME DIST	123	12	11	10	9	8	7
ALTITUDE	4000	3890	3570	3255	2935	2615	2300

DME DIST	6	5	4	3	2.8		
ALTITUDE	1980	1660	1345	1025	900		

INSTRUMENT
APPROACH
CHART - ICAO

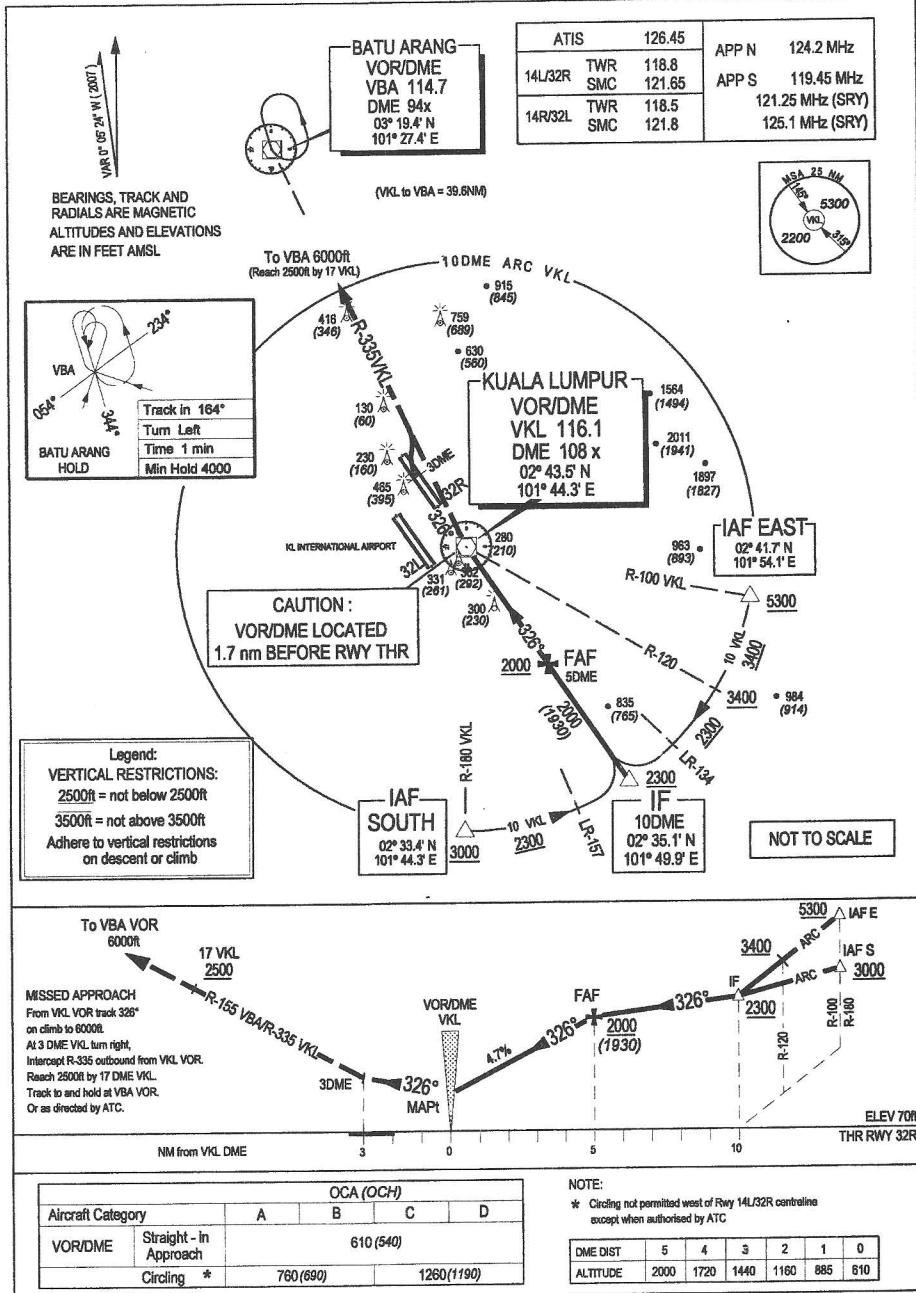
AD ELEV 70ft
HEIGHT RELATED TO
THR RWY 32R - ELEV 70ft

LUMPUR GROUND	
APRONS (MN, MS, ME & MW)	122.15
APRONS (SE & SS)	122.275
APRONS (SN & SW)	122.85
APRONS (CL, CE, CW)	123.25
APRONS (CS)	121.8

SEPANG / KL INTERNATIONAL AIRPORT

VOR/DME
RWY 32R

TRANSITION ALTITUDE
11,000 FT

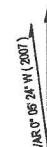


INSTRUMENT
APPROACH
CHART - ICAO

AD ELEV 70ft
HEIGHT RELATED TO
THR RWY 32R - ELEV 70ft

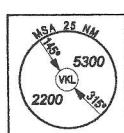
LUMPUR GROUND	
APRONS (MN, MS, ME & MW)	122.15
APRONS (SE & SS)	122.275
APRONS (SN & SW)	122.85
APRONS (CN,CE,CW)	123.25
APRONS (CS)	121.8

SEPANG / KL INTERNATIONAL AIRPORT

VISUAL SIDE-STEP
ALL RUNWAYSTRANSITION ALTITUDE
11,000 FT

BEARINGS, TRACK AND
RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS
ARE IN FEET AMSL.

ILS FAF
7.7 NM
(2500ft)



Missed Approach
Runway heading to 1500ft
Then as directed by ATC

Caution :

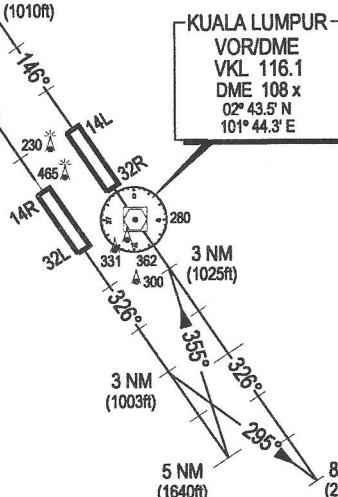
ILS on adjacent runway may be inoperative
Terrain clearance is pilot responsibility
Headings are suggested only, for nil wind conditions
Distances are from touchdown

NOT TO SCALE

ATIS	126.45	APP N	124.2 MHz
14L/32R	TWR 118.8 SMC 121.65	APP S	119.45 MHz 121.25 MHz (SRY) 125.1 MHz (SRY)
14R/32L	TWR 118.5 SMC 121.8		

Rate of Descent in ft/min on SIDESTEP

Acft Category	Speed (kts)	100	120	140	160	180	190
A B C	32R for 32L 14R for 14L	730	880	1025	1170	1320	1395
A B C	32L for 32R 14L for 14R	265	320	370	425	480	505



SIDE-STEP PROCEDURE
LATEST MANOEUVRING FROM ONE RUNWAY TO ADJACENT RUNWAY
VISUAL CONDITIONS BY DAY ONLY
(Terrain visual and in - flight visibility 6000m or adjacent runway in sight)

RWY 32L for 32R

- * On assignment of SIDESTEP - Make Visual Approach (advise ATC if visual approach not possible or if procedure not acceptable)
- * By 5NM from touchdown turn right for adjacent runway
- * Descent Gradient 2.7% from 5NM to 3NM (see Table above)

RWY 32R for 32L (Cat C and below only)

- * On assignment of SIDESTEP - Make Visual Approach (advise ATC if visual approach not possible or if procedure not acceptable)
- * By 8 NM from touchdown turn left for adjacent runway
- * Descent Gradient 7.3% from 8NM to 3NM (see Table above)

RWY 14L for 14R

- * On assignment of SIDESTEP - Make Visual Approach (advise ATC if visual approach not possible or if procedure not acceptable)
- * By 5NM from touchdown turn right for adjacent runway
- * Descent Gradient 2.9% from 5NM to 3NM (see Table above)

RWY 14R for 14L (Cat C and below only)

- * On assignment of SIDESTEP - Make Visual Approach (advise ATC if visual approach not possible or if procedure not acceptable)
- * By 7.7 NM from touchdown turn left for adjacent runway
- * Descent Gradient 7.3% from 7.7 NM to 3 NM (see Table above)