DEPARTURE (VTBD -> WMSA): VTBD (Don Mueang Intl)
NavData Cycle 2014-10 Expired: Friday, 17 October 2014.
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 20 Oct 2014

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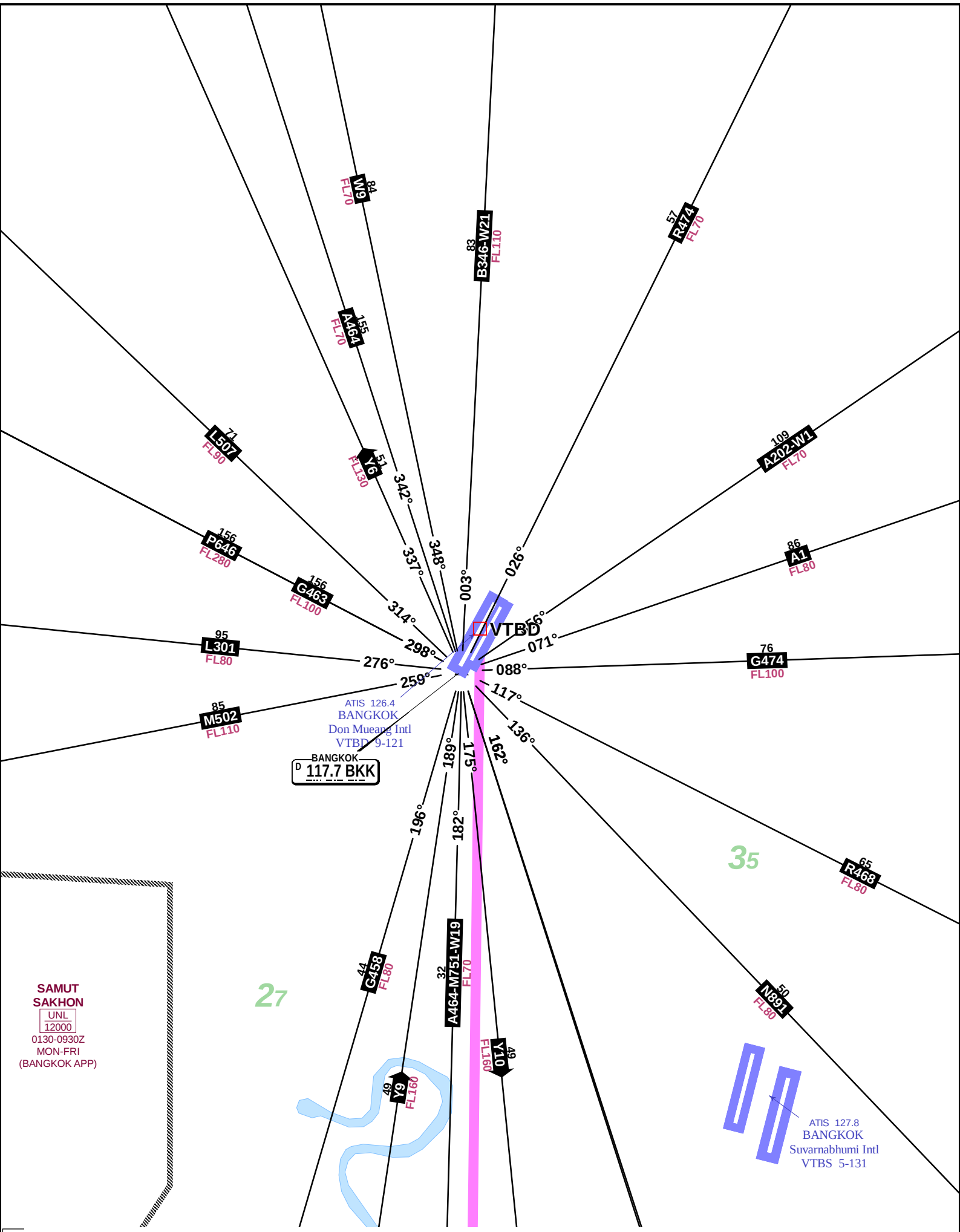
JeppView 3.6.2.0



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DESTINATION (VTBD -> WMSA): WMSA (Sultan Abdul Aziz Shah-Suban...
NavData Cycle 2014-10 Expired: Friday, 17 October 2014.
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 20 Oct 2014

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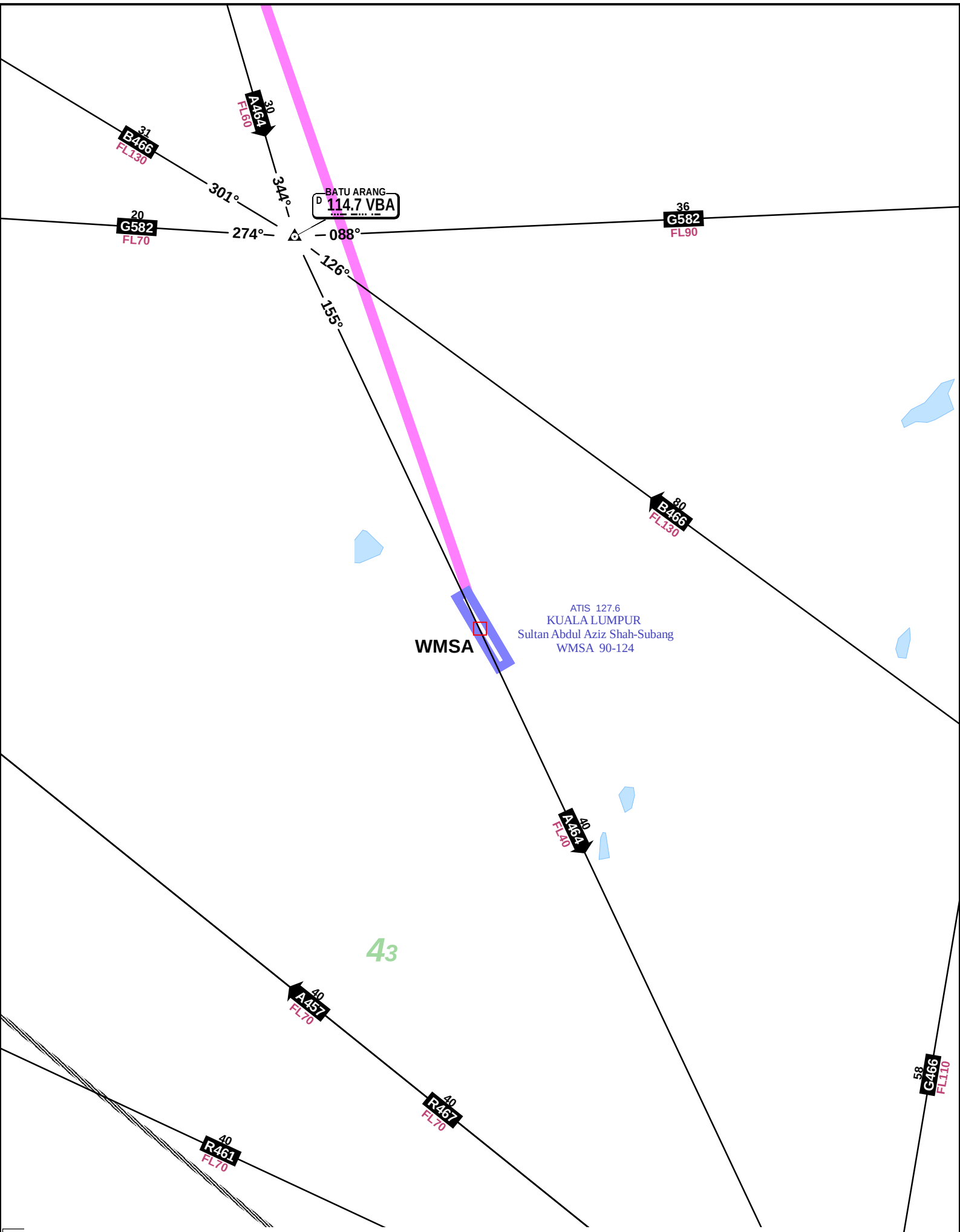
JeppView 3.6.2.0



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VTBD -> WMSA (Page 1 of 1)

NavData Cycle 2014-10 Expired: Friday, 17 October 2014.
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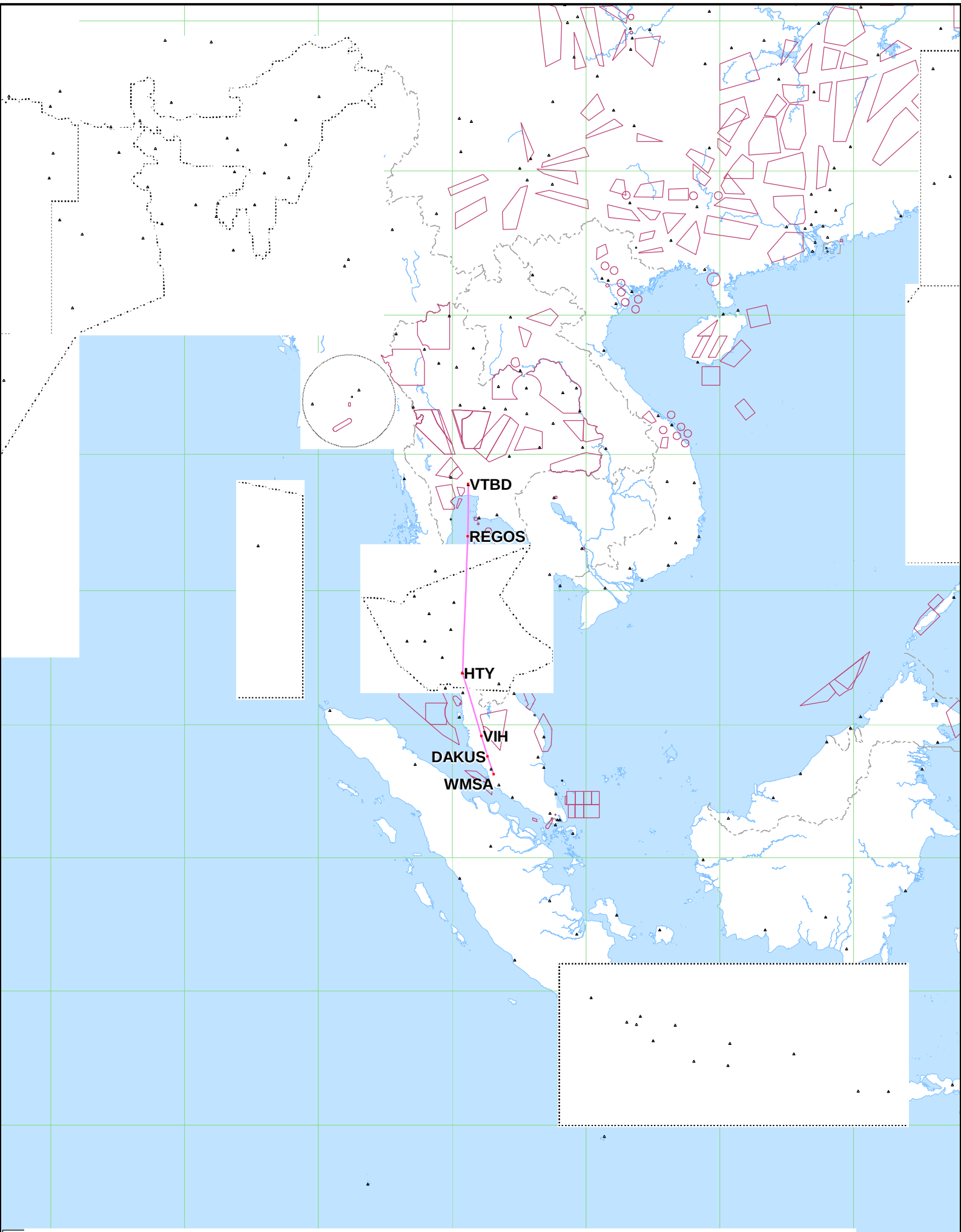
JeppView 3.6.2.0



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VTBD/DMK
BANGKOK DON MUEANG INTL

JEPPESEN

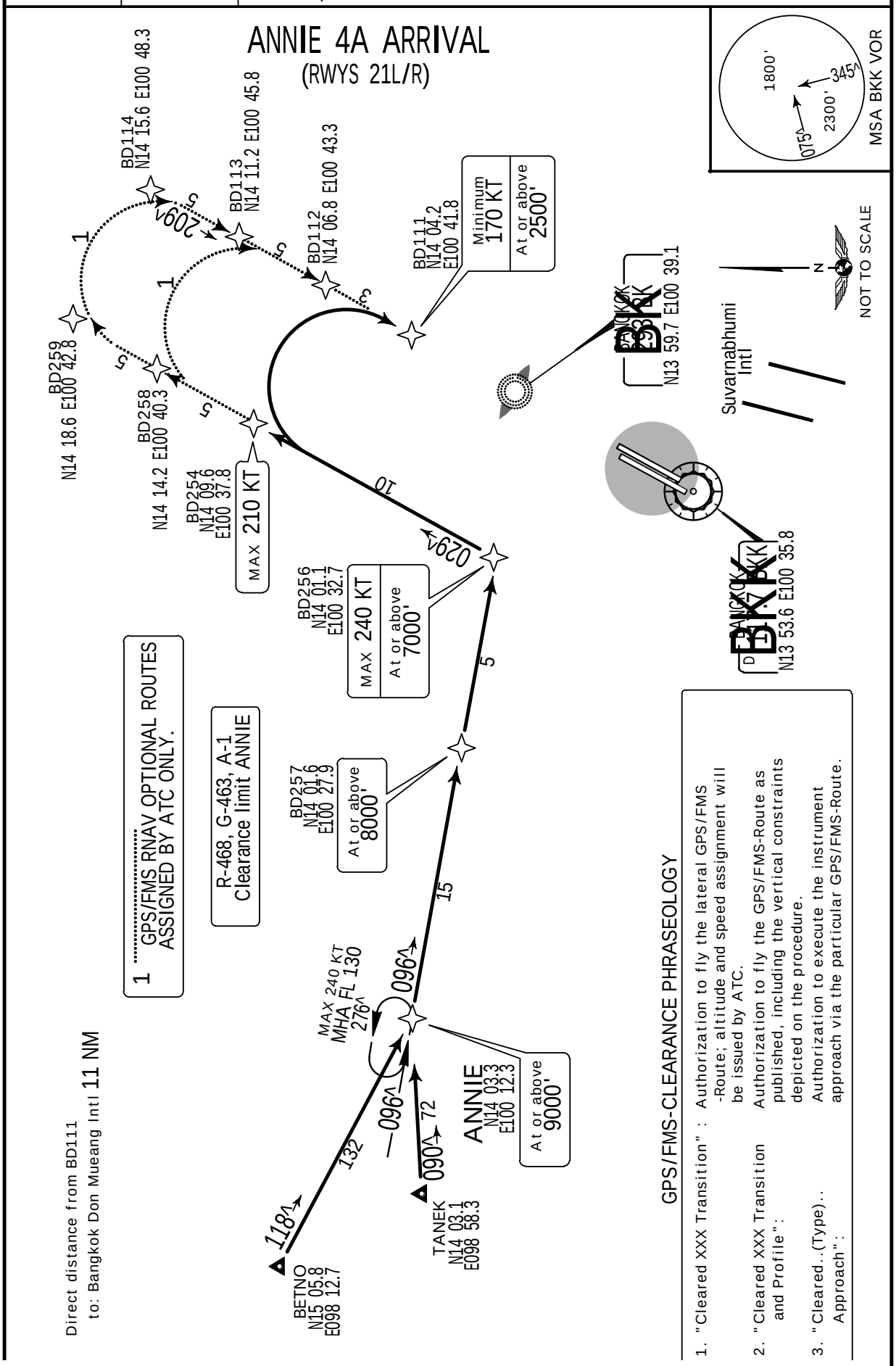
10-2

9 JAN 09

BANGKOK, THAILAND
.RNAV.STAR.

ATIS	Apt Elev
126.4	9'

Alt Set: hPa Trans level: FL 130 Trans alt: 11000'
1. GPS/FMS RNAV arrival.
2. Non-GPS/FMS RNAV equipped aircraft will be given RADAR vectors on request.



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VTBD/DMK
BANGKOK DON MUEANG INTL

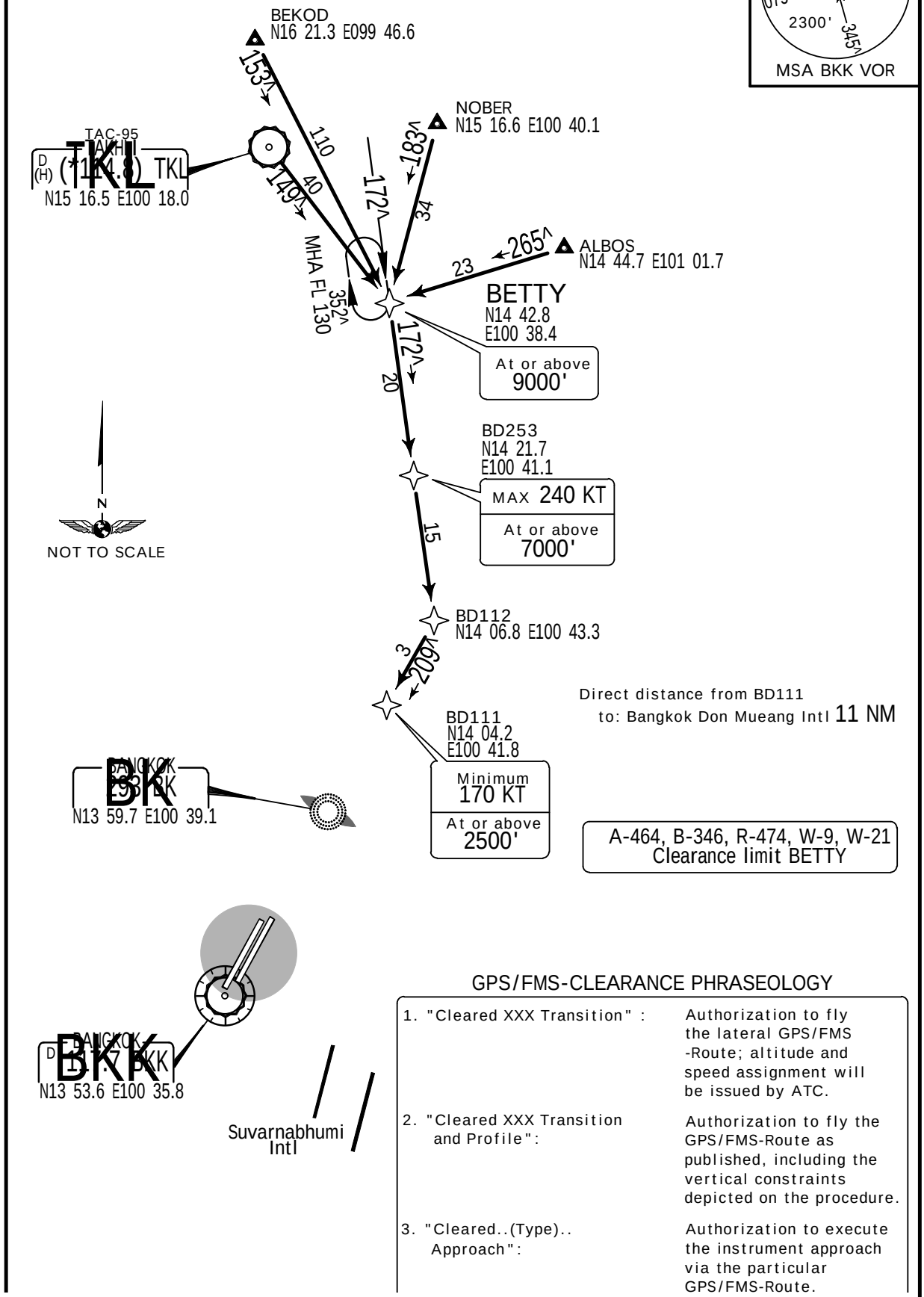
JEPPESEN

10-2A 9 JAN 09

BANGKOK, THAILAND
.RNAV.STAR.

ATIS	Apt Elev	
126.4	9'	Alt Set: hPa Trans level: FL 130 Trans alt: 11000' 1. GPS/FMS RNAV arrival. 2. Non-GPS/FMS RNAV equipped aircraft will be given RADAR vectors on request.

BETTY 4A ARRIVAL
(RWYS 21L/R)



GPS/FMS-CLEARANCE PHRASEOLOGY

1. "Cleared XXX Transition" :	Authorization to fly the lateral GPS/FMS -Route; altitude and speed assignment will be issued by ATC.
2. "Cleared XXX Transition and Profile":	Authorization to fly the GPS/FMS-Route as published, including the vertical constraints depicted on the procedure.
3. "Cleared..(Type).. Approach":	Authorization to execute the instrument approach via the particular GPS/FMS-Route.

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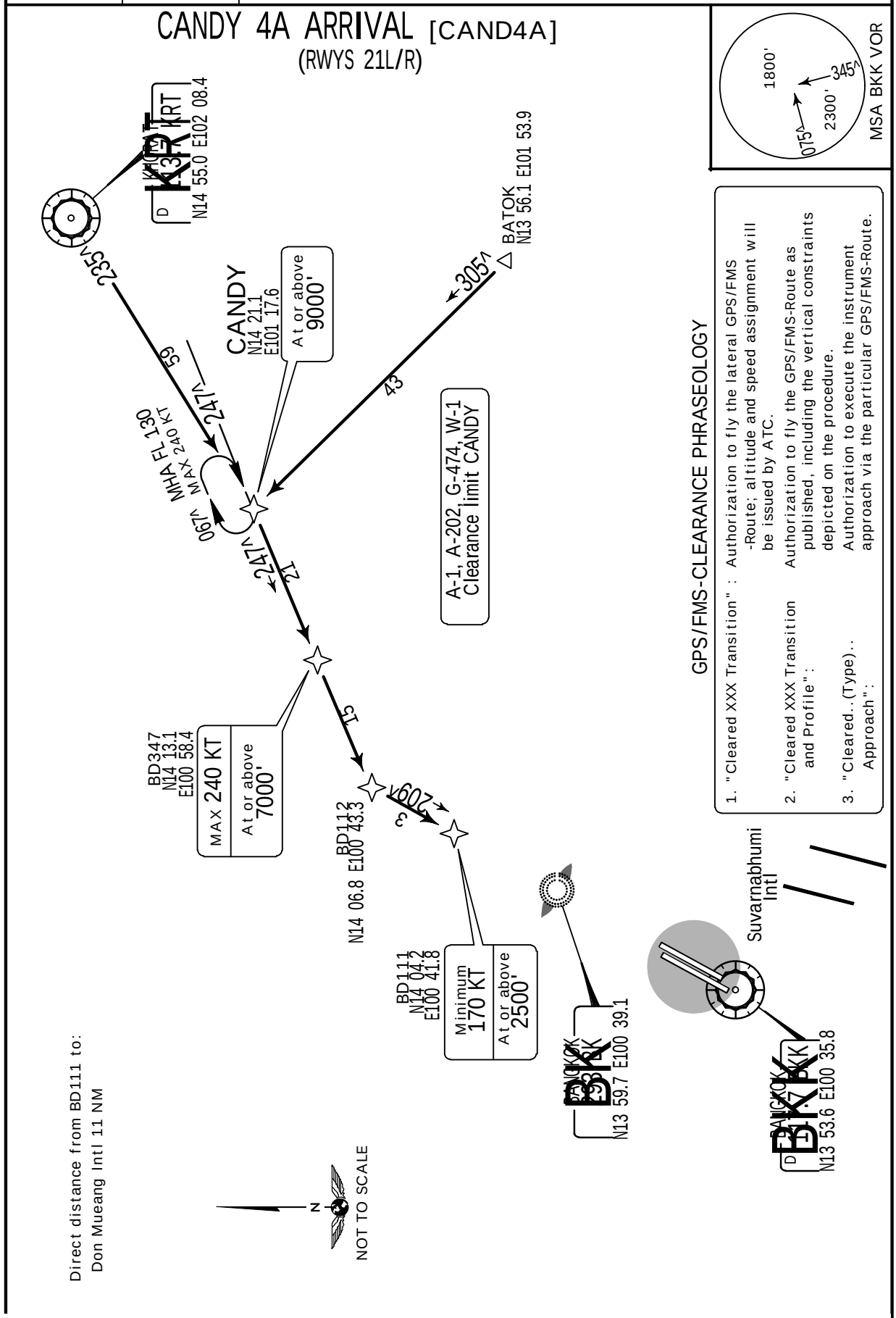
VTBD/DMK
DON MUEANG INTL

JEPPESEN
25 OCT 13 10-2B

BANGKOK, THAILAND
.RNAV.STAR.

ATIS	Apt Elev	
126.4	9'	Alt Set: hPa Trans level: FL130 Trans alt: 11000' 1. GPS/FMS RNAV arrival. 2. Non-GPS/FMS RNAV equipped aircraft will be given RADAR vectors on request. 3. Arriving aircraft to Don Mueang Intl via G-474 shall fly after BATOK direct to HELEN for HELEN 5A Arrival.

CANDY 4A ARRIVAL [CAND4A]
(RWYS 21L/R)



GPS/FMS-CLEARANCE PHRASEOLOGY

1. "Cleared XXX Transition": Authorization to fly the lateral GPS/FMS -Route; altitude and speed assignment will be issued by ATC.
2. "Cleared XXX Transition and Profile": Authorization to fly the GPS/FMS-Route as published, including the vertical constraints depicted on the procedure.
3. "Cleared..(Type).. Approach": Authorization to execute the instrument approach via the particular GPS/FMS-Route.

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VTBD/DMK
DON MUEANG INTL

JEPPESEN
25 OCT 13 10-2C

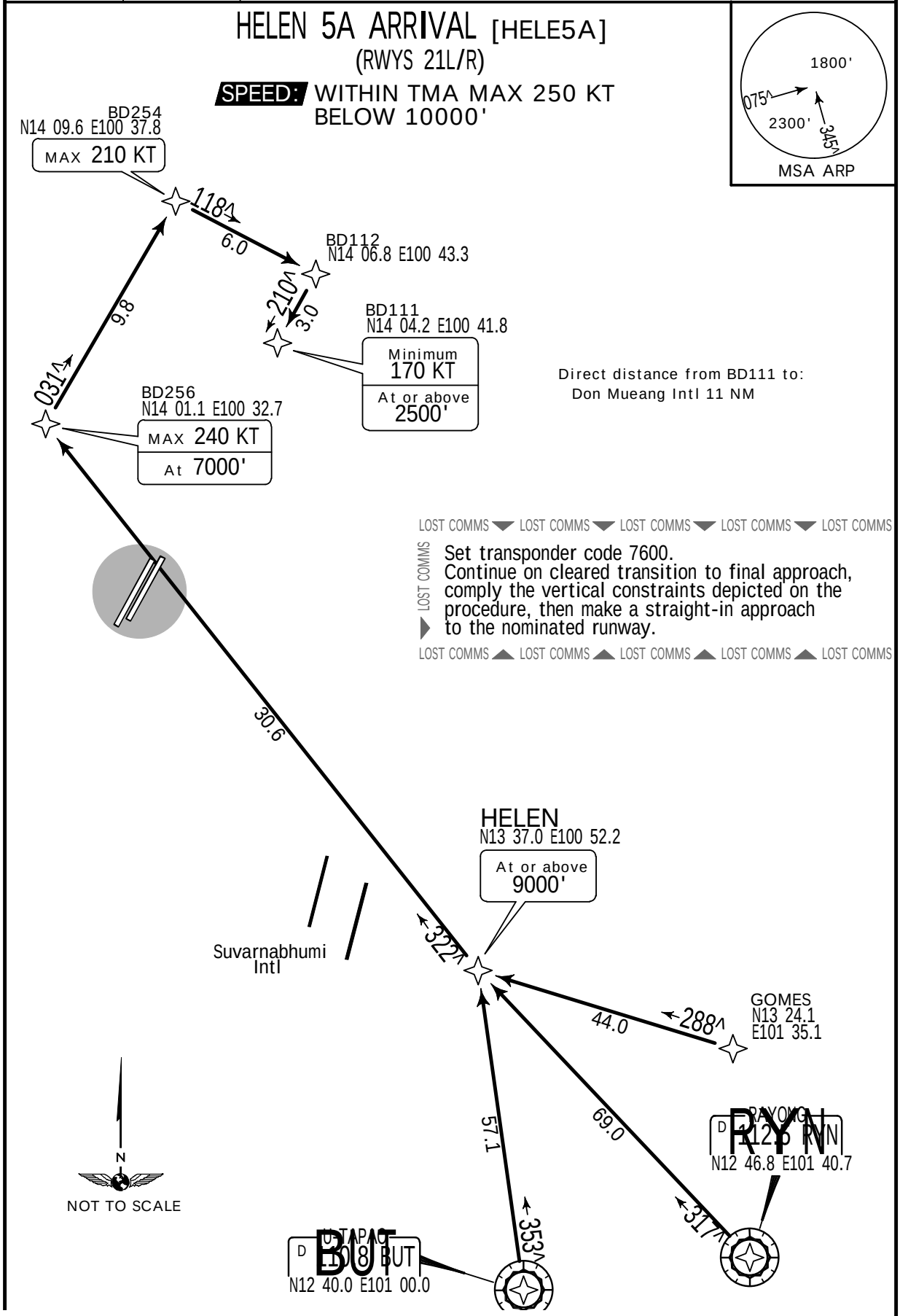
BANGKOK, THAILAND
.RNAV.STAR.

ATIS	Apt Elev
126.4	9'

Alt Set: hPa Trans level: FL130 Trans alt: 11000'
1. RNAV 1 required. 2. GNSS or DME/DME/IRU required.
3. RADAR required. 4. For non-RNAV equipped aircraft, pilot shall inform ATC in order to get RADAR guidance.
5. Actual descent clearance will be given by ATC.
6. Arriving aircraft to Don Mueang Intl via G-474 shall fly after BATOK direct to HELEN for HELEN 5A.

HELEN 5A ARRIVAL [HELE5A]
(RWYS 21L/R)

SPEED: WITHIN TMA MAX 250 KT BELOW 10000'



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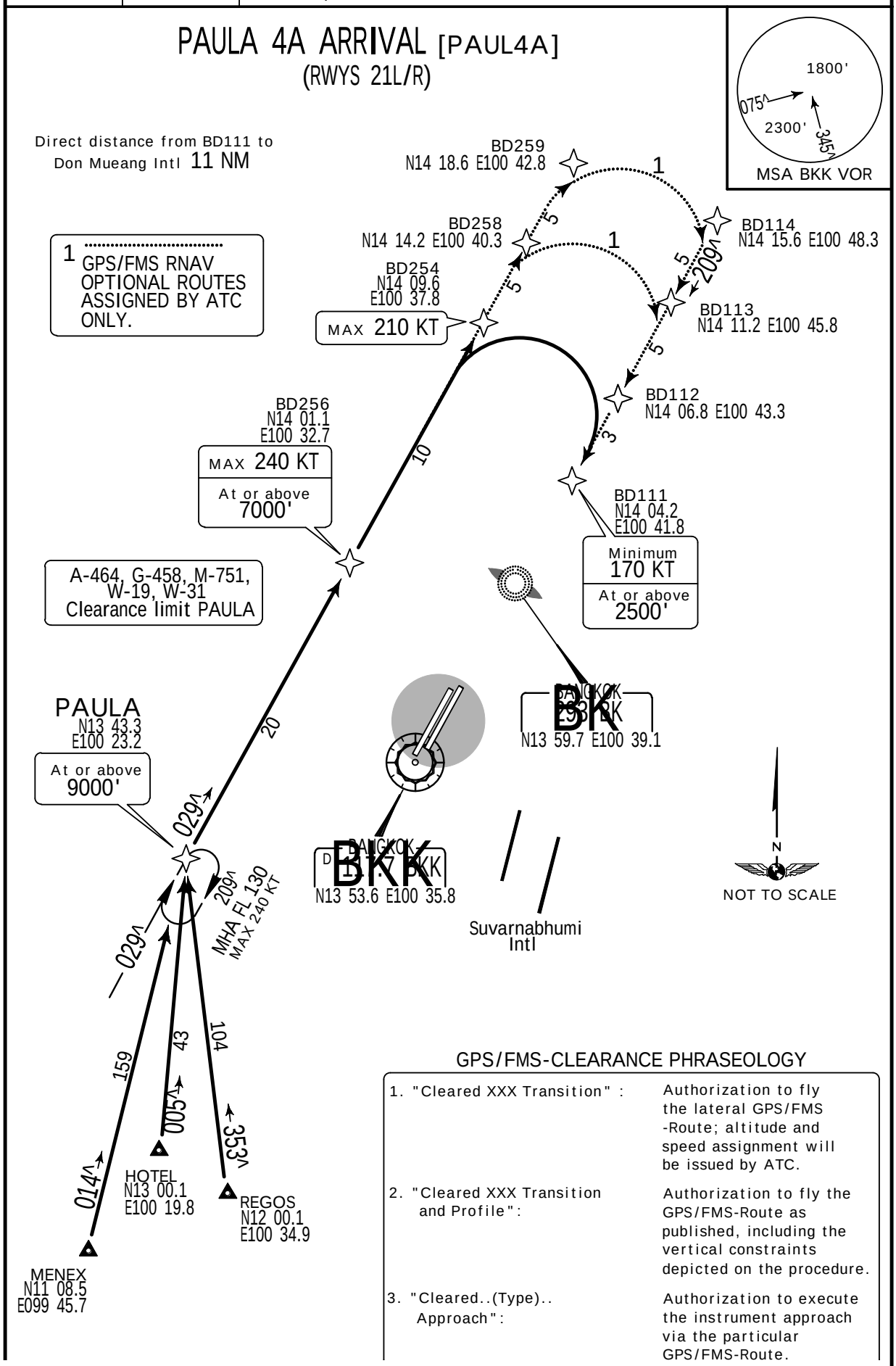
VTBD/DMK
DON MUEANG INTL

JEPPESEN 7 DEC 12 (10-2D) .Eff.13.Dec.

BANGKOK, THAILAND
.RNAV.STAR.

ATIS	Apt Elev	
126.4	9'	Alt Set: hPa Trans level: FL 130 Trans alt: 11000' 1. GPS/FMS RNAV arrival. 2. Non-GPS/FMS RNAV equipped aircraft will be given RADAR vectors on request.

PAULA 4A ARRIVAL [PAUL4A]
(RWYS 21L/R)



GPS/FMS-CLEARANCE PHRASEOLOGY

1. "Cleared XXX Transition" :	Authorization to fly the lateral GPS/FMS -Route; altitude and speed assignment will be issued by ATC.
2. "Cleared XXX Transition and Profile":	Authorization to fly the GPS/FMS-Route as published, including the vertical constraints depicted on the procedure.
3. "Cleared..(Type).. Approach":	Authorization to execute the instrument approach via the particular GPS/FMS-Route.

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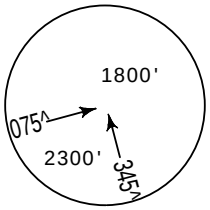
VTBD/DMK DON MUEANG INTL

JEPPESEN 7 DEC 12 (10-3) .Eff.13.Dec.

BANGKOK, THAILAND .RNAV.SID.

Apt Elev 9'

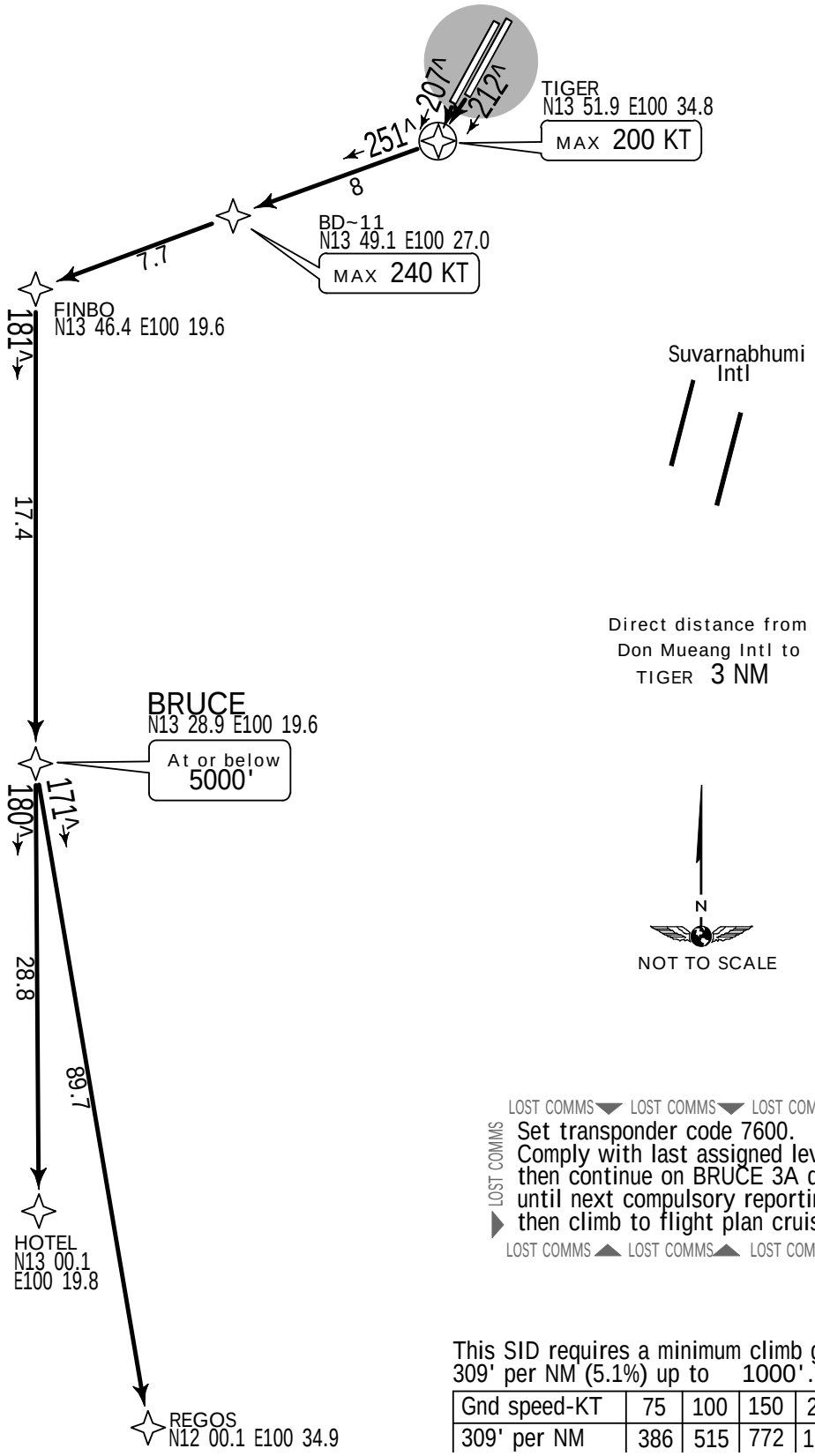
Trans level: FL130 Trans alt: 11000'
1. RNAV1 required. 2. GNSS or DME/DME/IRU required.
3. RADAR required. 4. For non-RNAV equipped aircraft, pilot shall inform ATC in order to get RADAR guidance.
5. Actual climb clearance will be given by ATC.



BRUCE 3A DEPARTURE [BRUC3A]

(RWYS 21L/R)

SPEED: WITHIN TMA MAX 250 KT BELOW 10000'



LOST COMMS LOST COMMS LOST COMMS LOST COMMS

LOST COMMS

Set transponder code 7600.
Comply with last assigned level to BRUCE then continue on BRUCE 3A departure until next compulsory reporting point, then climb to flight plan cruising level.

LOST COMMS LOST COMMS LOST COMMS LOST COMMS

This SID requires a minimum climb gradient of 309' per NM (5.1%) up to 1000'.

Gnd speed-KT	75	100	150	200	250	300
309' per NM	386	515	772	1030	1287	1545

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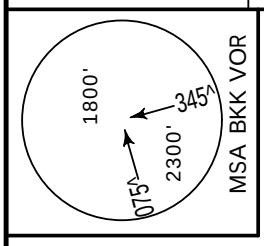
VTBD/DMK DON MUEANG INTL

JEPPESEN 7 DEC 12 (10-3A) .Eff.13.Dec.

BANGKOK, THAILAND .RNAV.SID.

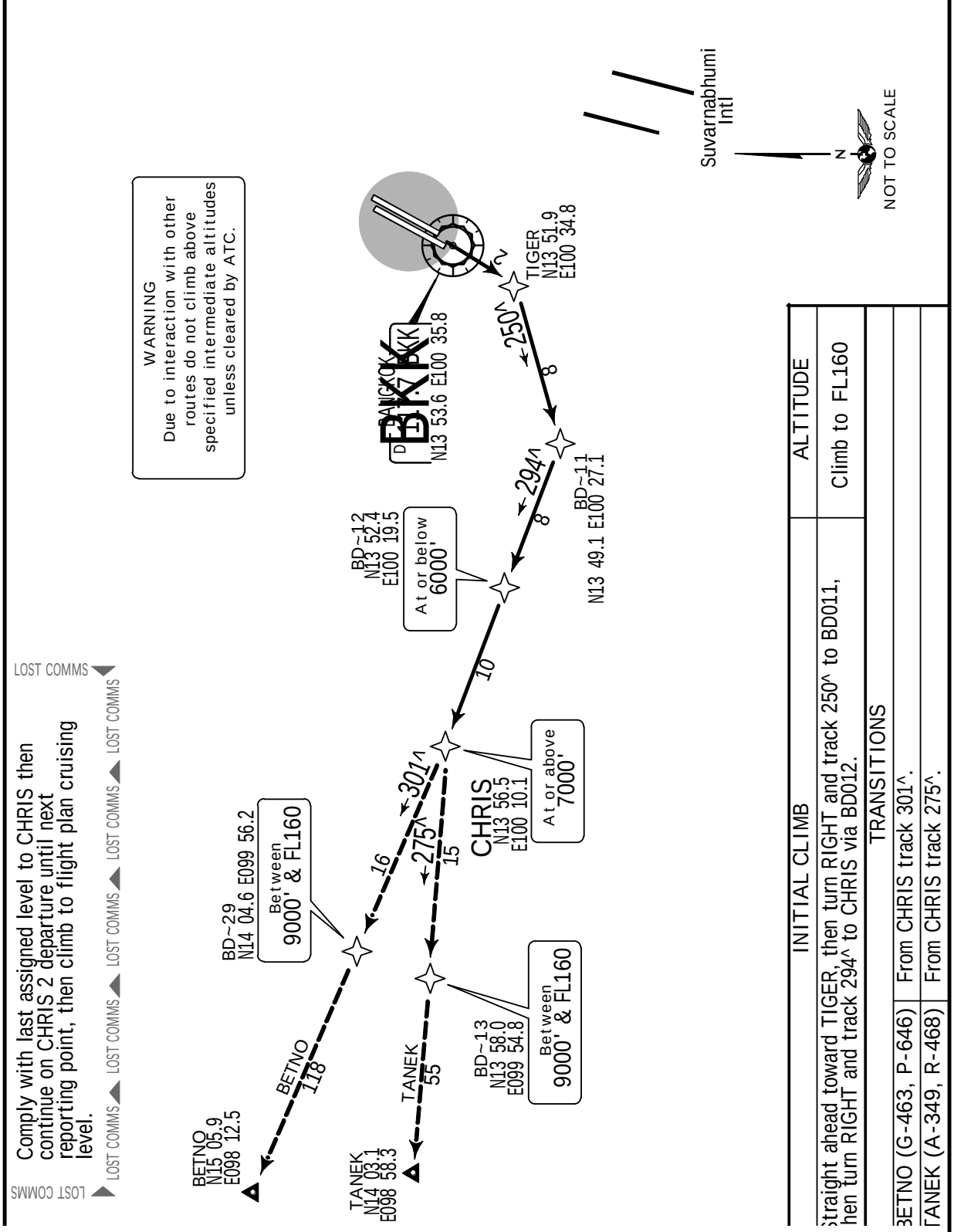
BANGKOK Departure (R)	Apt Elev	
121.7 119.4	9'	Trans level: FL130 Trans alt: 11000' 1. RTF frequency when instructed after departure 121.7, call sign Bangkok Approach. 2. En-route cruising level will be issued by "Bangkok Control." Do not climb above SID altitude until cleared. 3. Non-RNAV equipped aircraft will be given RADAR vectors on request.



CHRIS 2 DEPARTURE [CHRIS2]

(RWYS 21L/R)

SPEED: MAX 250 KT BELOW 10000' UNLESS OTHERWISE AUTHORIZED



CHANGES: Chart remoked.
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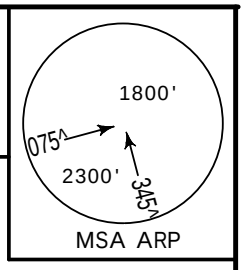
VTBD/DMK DON MUEANG INTL

JEPPESEN 7 DEC 12 (10-3B) .Eff.13.Dec.

BANGKOK, THAILAND .RNAV.SID.

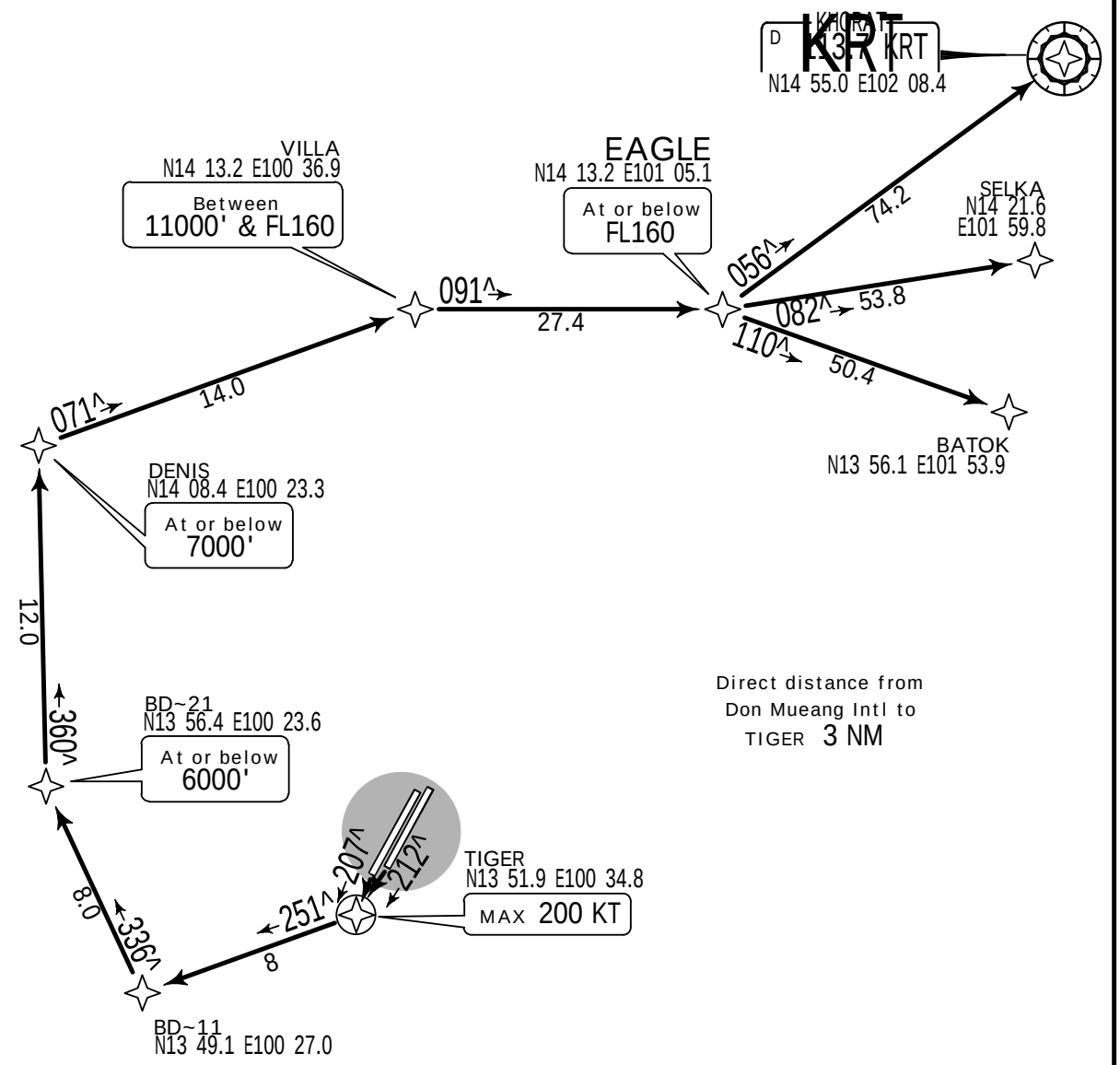
Apt Elev 9'	Trans level: FL130 Trans alt: 11000' 1. RNAV1 required. 2. GNSS or DME/DME/IRU required. 3. RADAR required. 4. For non-RNAV equipped aircraft, pilot shall inform ATC in order to get RADAR guidance. 5. Actual climb clearance will be given by ATC.



EAGLE 1A DEPARTURE [EAGL1A]

(RWYS 21L/R)

SPEED: WITHIN TMA MAX 250 KT BELOW 10000'



Direct distance from Don Mueang Intl to TIGER 3 NM

LOST COMMS LOST COMMS LOST COMMS LOST COMMS

Set transponder code 7600.
Comply with last assigned level to EAGLE then continue on EAGLE 1A departure until next compulsory reporting point, then climb to flight plan cruising level.

LOST COMMS

LOST COMMS LOST COMMS LOST COMMS LOST COMMS

Suvarnabhumi Intl

N

NOT TO SCALE

This SID requires a minimum climb gradient of 309' per NM (5.1%) up to 1000'.

Gnd speed-KT	75	100	150	200	250	300
309' per NM	386	515	772	1030	1287	1545

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VTBD/DMK DON MUEANG INTL

JEPPESEN 7 DEC 12 (10-3C) .Eff.13.Dec.

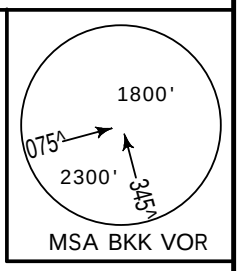
BANGKOK, THAILAND .RNAV.SID.

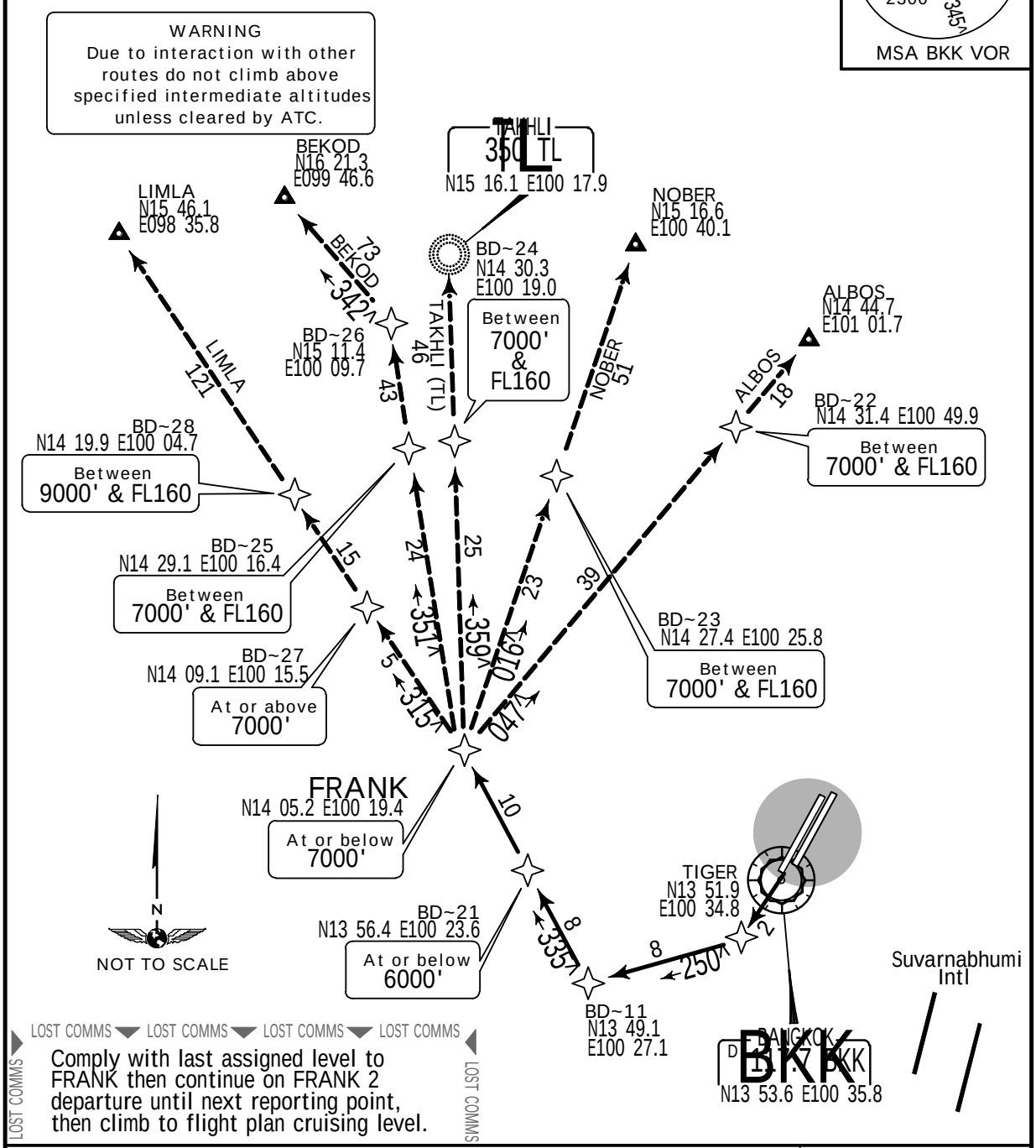
BANGKOK Departure (R)	Apt Elev	
121.7 119.4	9'	Trans level: FL130 Trans alt: 11000' 1. RTF frequency when instructed after departure 121.7, call sign Bangkok Approach. 2. En-route cruising level will be issued by "Bangkok Control." Do not climb above SID altitude until cleared. 3. Non-RNAV equipped aircraft will be given RADAR vectors on request.

FRANK 2 DEPARTURE [FRANK2]

(RWYS 21L/R)

SPEED: MAX 250 KT BELOW 10000' UNLESS OTHERWISE AUTHORIZED





INITIAL CLIMB	ALTITUDE
Straight ahead toward TIGER, then turn RIGHT and track 250^ to BD011, then turn RIGHT and track 335^ to FRANK via BD021.	Climb to FL160

TRANSITIONS	
ALBOS (R-474)	From FRANK track 047^.
BEKOD (A-464)	From FRANK track 351^ to BD026 then track 342^.
LIMLA (A-1)	From FRANK track 315^.
NOBER (B-346, W-21)	From FRANK track 016^.

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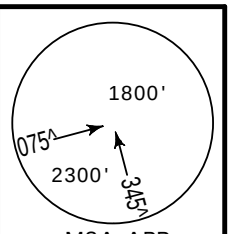
VTBD/DMK DON MUEANG INTL

JEPPESEN 25 APR 14 (10-3D) .Eff.1.May.

BANGKOK, THAILAND .RNAV.SID.

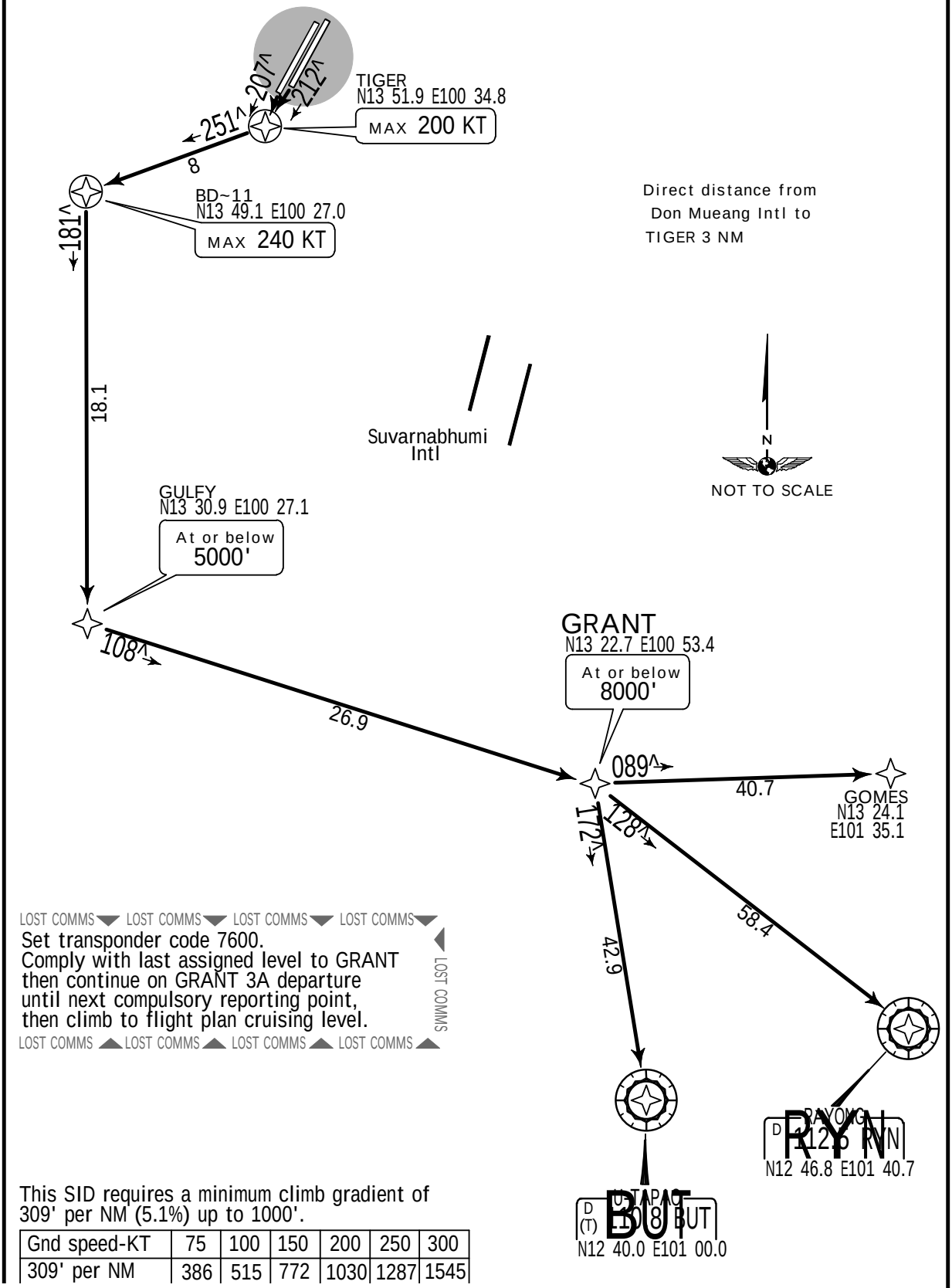
Apt Elev 9'	Trans level: FL130 Trans alt: 11000' 1. RNAV1 required. 2. GNSS or DME/DME/IRU required. 3. RADAR required. 4. Non-RNAV equipped aircraft shall inform ATC in order to get RADAR guidance. 5. Actual climb clearance will be given by ATC.



GRANT 3A DEPARTURE [GRAN3A]

(RWYS 21L/R)

SPEED: WITHIN TMA MAX 250 KT BELOW 10000'



This SID requires a minimum climb gradient of 309' per NM (5.1%) up to 1000'.

Gnd speed-KT	75	100	150	200	250	300
309' per NM	386	515	772	1030	1287	1545

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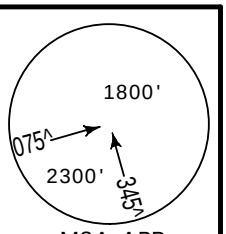
VTBD/DMK
DON MUEANG INTL

JEPPESEN
25 APR 14 (10-3E) .Eff.1.May.

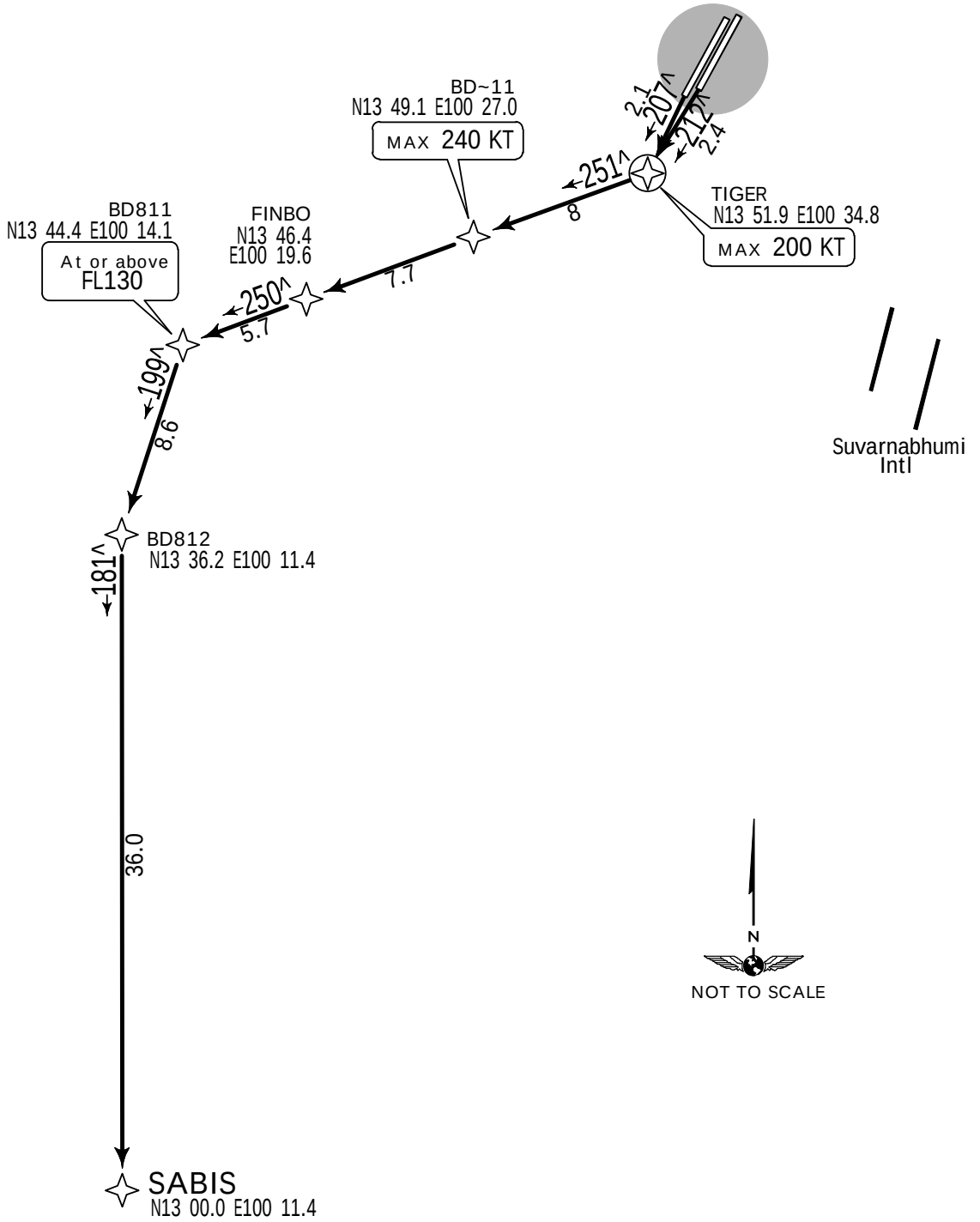
BANGKOK, THAILAND
.RNAV.SID.

Apt Elev 9'	Trans level: FL130 Trans alt: 11000' 1. RNAV 1 required. 2. GNSS or DME/DME/IRU required. 3. RADAR required. 4. Non-RNAV equipped aircraft shall inform ATC in order to get RADAR guidance. 5. Actual climb clearance will be given by ATC. 6. If unable to comply with flight restrictions, request alternative instructions from "Don Mueang Delivery" on 127.7.



SABIS 1A DEPARTURE [SABI1A]
(RWYS 21L/R)

SPEED: WITHIN TMA MAX 250 KT BELOW 10000'



Minimum climb gradient of 553' per NM (9.1%) required until FL130 for airspace restrictions.

Gnd speed-KT	75	100	150	200	250	300
553' per NM	691	922	1383	1843	2304	2765

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

Set transponder code 7600. Comply with last assigned level to SABIS, then continue on SABIS 1A departure until next compulsory reporting point, then climb to flight plan cruising level

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NOISE ABATEMENT PROCEDURES

GENERAL

In order to alleviate problems of noise within the vicinity of Bangkok/Don Mueang International Airport, the noise abatement procedures in accordance with ICAO DOC 8168-OPS-611(PAN-OPS) shall be applied for all take-off an d landings.

ARRIVAL PROCEDURE

Reverse thrust above idle shall not be used between 1800 and 2200 UTC, except for safety reasons.

DEPARTURE PROCEDURES

Pilots are to adopt one of the two procedures listed below for all take-offs:

a. Procedure for alleviating noise close to the airport.

1. The noise abatement procedure is not to be initiated at less than 800 ft above airport elevation.
2. The initial climb speed to the noise abatement initiation point shall not be less than V2 plus 10 knots.
3. On reaching an altitude at or above 800 ft, adjust and maintain engine power/thrust in accordance with the noise abatement power/thrust schedule. Maintain a climb speed of V2 plus 10 to 20 knots with flaps and slats in the take-off configuration.
4. At no more than an altitude equivalent to 3000 ft, while maintaining a positive rate of climb, accelerate and retract flaps/slats on schedule; at 3000 ft accelerate to enroute climb speed.

b. Procedure for alleviating noise distant from the airport.

1. The noise abatement procedure is not to be initiated at less than 800 ft above airport elevation.
2. The initial climbing speed to the noise abatement initiation point is V2 plus 10 to 20 knots.
3. On reaching an altitude equivalent to at least 800 ft decrease aircraft body angle/angle of pitch while maintaining a positive rate of climb. Accelerate towards VZF and reduce power with the initiation of the first flaps/slats retraction.
4. Maintain a positive rate of climb and accelerate to maintain a climb speed of VZF plus 10 to 20 knots. On reaching 3000 ft transition to normal enroute climb speed.

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VTBD/DMK

Apt Elev 9'
N13 54.9 E100 36.3

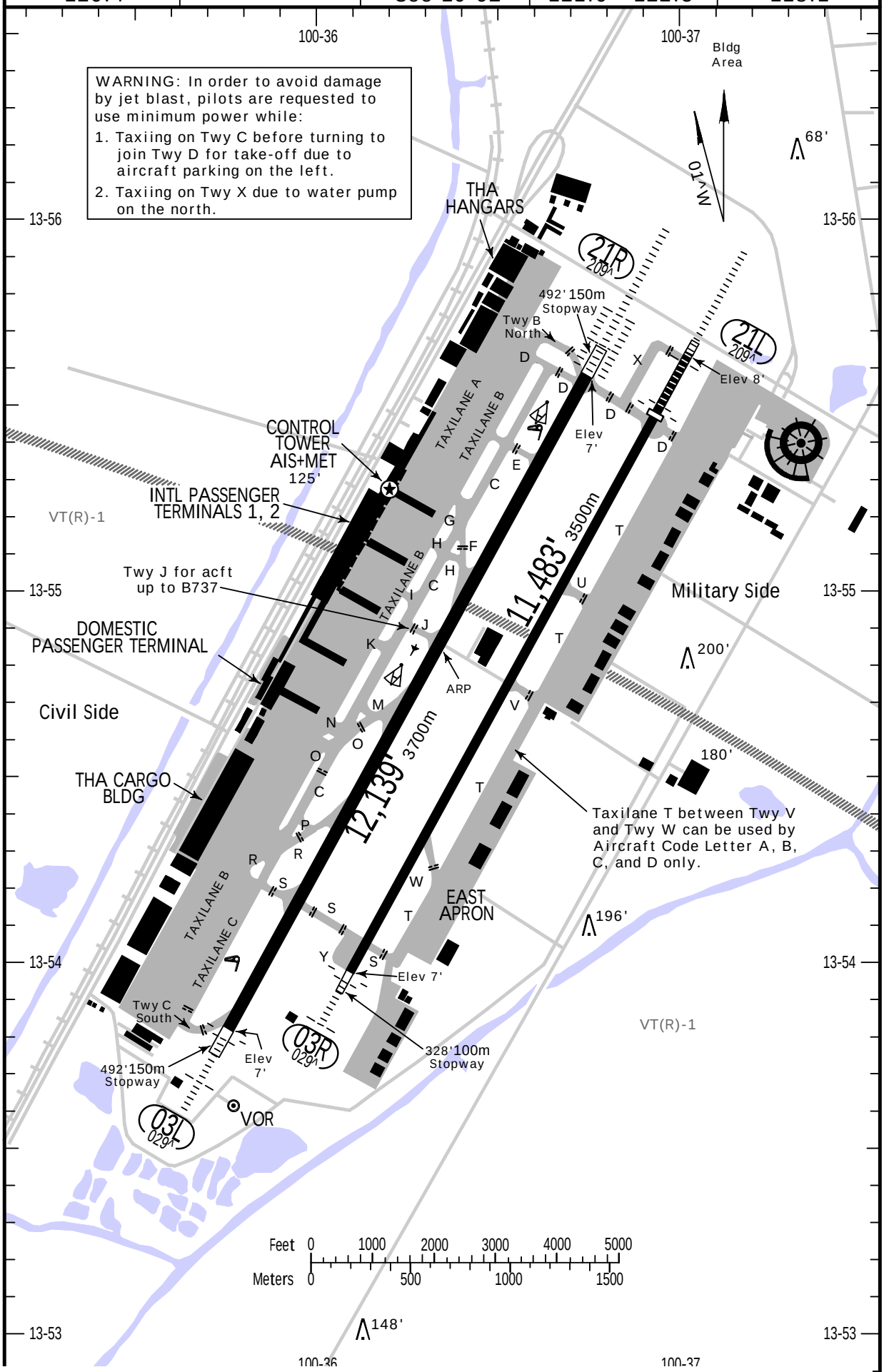
JEPPESEN

30 AUG 13 (10-9)

BANGKOK, THAILAND

DON MUEANG INTL

ATIS	DON MUEANG Clearance	BANGKOK Control	DON MUEANG Ground	Tower
126.4	127.7	See 10-9E	121.9 122.5	118.1



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GENERAL

CAUTION: On approach to Rwy 21R, a highway 1/4 mile NW of threshold may be mistaken for the runway in bad visibility.

Some taxiways may be seasonably unusable.

Low-level wind shear alert system.

PILOT PROCEDURE TO ENHANCE RUNWAY CAPACITY

Departing Aircraft:

1. Commensurate with safety and standard operating procedure, on receipt of line up clearance, pilots should ensure that they are able to taxi into the correct hold and line up position on the runway as soon as the preceding aircraft has commenced its take-off roll.
2. Cockpit checks should be completed before line up; any further checks requiring completion while on the runway shall be kept to a minimum. Pilots shall ensure that they are able to commence the take-off roll immediately after a take-off clearance is issued.
3. Pilots unable to comply with these procedures shall inform ATC prior to passing the runway holding position.

Arriving Aircraft:

Pilots are reminded that rapid exit from the landing runway enables ATC to apply minimum spacing on Final Approach that will achieve maximum runway utilization as well as minimize the occurrence of go-arounds.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
03R 1	HIRL SALS PAPI-B (angle 3.0^)				148' 45m
21L	HIRL HIALS PAPI-B (angle 3.0^)	10,335' 3150m	9295' 2833m		

1 Prior permission required.

03L	HIRL CL SALS PAPI-B (angle 3.0^)		11,091' 3381m		197' 60m
21R	HIRL CL HIALS TDZ PAPI-B (angle 3.0^) RVR		11,045' 3367m		

TAKE-OFF

	AIR CARRIER			AIR CARRIER (FAR 121)			
	LVP must be in Force Rwys 03L, 21R RL &CL	All Rwys RCLM (DAY only) or RL	All Rwys RCLM (DAY only) or RL		Rwy 21R CL & RCLM any RVR out, other two req.	Rwy 21R Adequate Vis Ref	Rwys 03L/R, 21L Adequate Vis Ref
A	RVR 200m (150m)	RVR 250m	RVR 400m	2 Eng	TDZ RVR 175m Mid RVR 175m Roll out RVR 175m	RVR 500m VIS 400m	RVR 500m VIS 400m
B							
C				3 & 4 Eng			
D	RVR 250m (200m)	RVR 300m					

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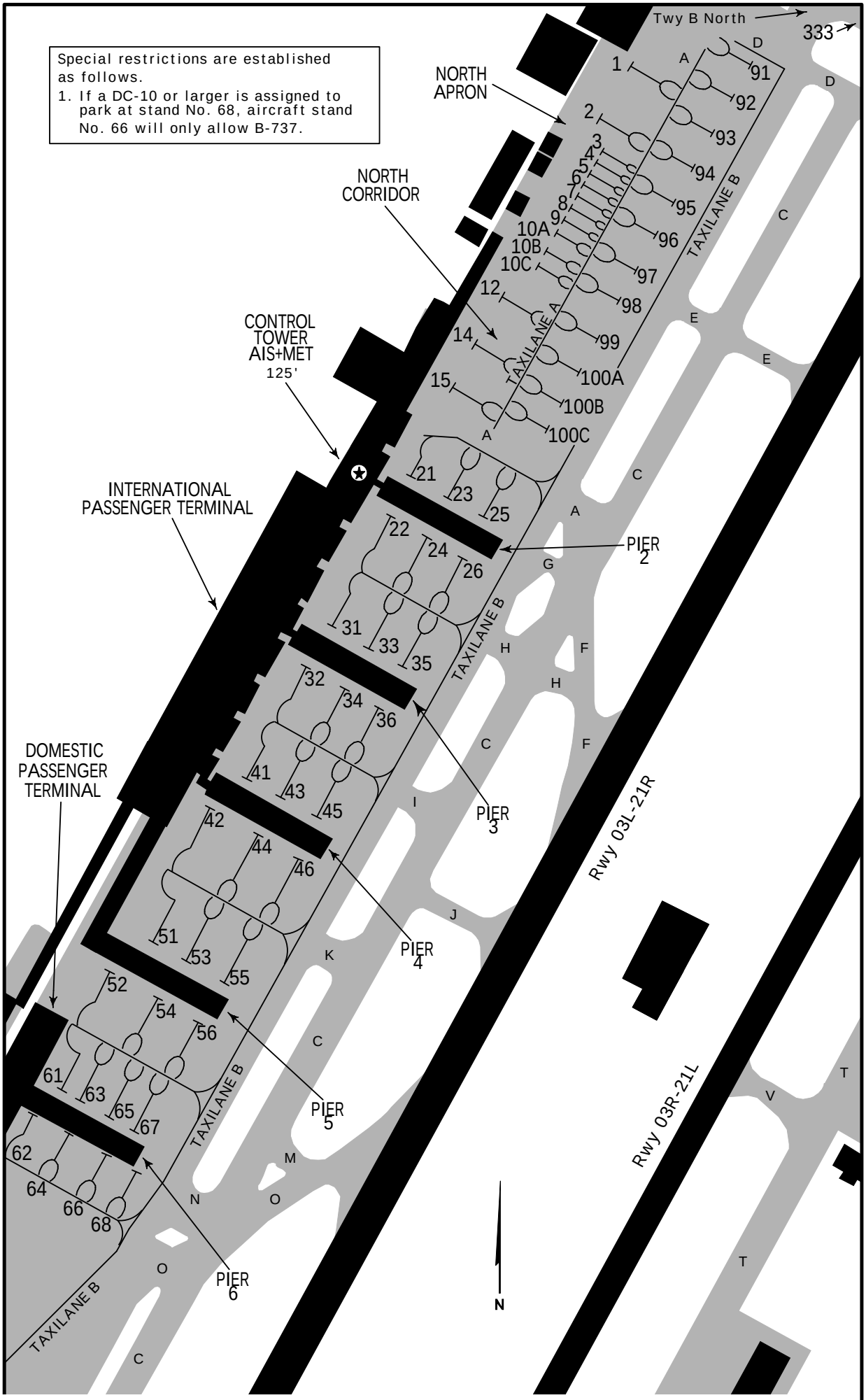

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PARKING STAND COORDINATES

STAND No.	COORDINATES	FOR AIRCRAFT UP TO
	NORTH APRON	
1, 2	N13 55.6 E100 36.4	B747-400
3 thru 9	N13 55.6 E100 36.4	Wingspan 49' (15m)
10A, 10B, 10C	N13 55.5 E100 36.4	Wingspan 79' (24m)
91	N13 55.6 E100 36.6	B767
92	N13 55.6 E100 36.5	B767
93	N13 55.5 E100 36.5	B767
94 thru 96	N13 55.5 E100 36.5	B767
97, 98	N13 55.4 E100 36.5	A300
99	N13 55.4 E100 36.4	A300
	NORTH CORRIDOR	
12, 14, 15	N13 55.4 E100 36.3	B747-400/B777-300/A340-600
100A	N13 55.4 E100 36.4	A300
100B, 100C	N13 55.3 E100 36.4	A300
	PIER 2	
21	N13 55.3 E100 36.3	B777-200
22	N13 55.2 E100 36.2	B747-400
23	N13 55.3 E100 36.3	B777-200
24	N13 55.2 E100 36.3	B747-400
25	N13 55.2 E100 36.3	B777-200
26	N13 55.2 E100 36.3	B747-400
	PIER 3	
31	N13 55.1 E100 36.2	B777-200
32	N13 55.1 E100 36.2	B747-400
33	N13 55.1 E100 36.2	B777-200
34	N13 55.1 E100 36.2	B747-400
35	N13 55.1 E100 36.3	B777-200
36	N13 55.1 E100 36.2	B747-400
	PIER 4	
41	N13 55.0 E100 36.1	B777-200
42	N13 55.0 E100 36.1	B747-400/B777-300/A340-600
43	N13 55.0 E100 36.1	B777-200
44	N13 54.9 E100 36.1	B747-400/B777-300/A340-600
45	N13 55.0 E100 36.2	B777-200
46	N13 54.9 E100 36.2	B747-400/B777-300/A340-600
	PIER 5	
51	N13 54.9 E100 36.0	B747-400/B777-300/A340-600
52	N13 54.8 E100 36.0	B747-400/B777-300/A340-600
53 thru 56	N13 54.8 E100 36.1	B747-400/B777-300/A340-600
	PIER 6	
61	N13 54.7 E100 36.0	A300
62	N13 54.7 E100 35.9	A300
63 thru 65	N13 54.7 E100 36.0	A300
66, 67	N13 54.7 E100 36.0	B737-400
68	N13 54.7 E100 36.0	B747-400/B777-300
	Isolated Parking	
333	N13 55.7 E100 36.7	

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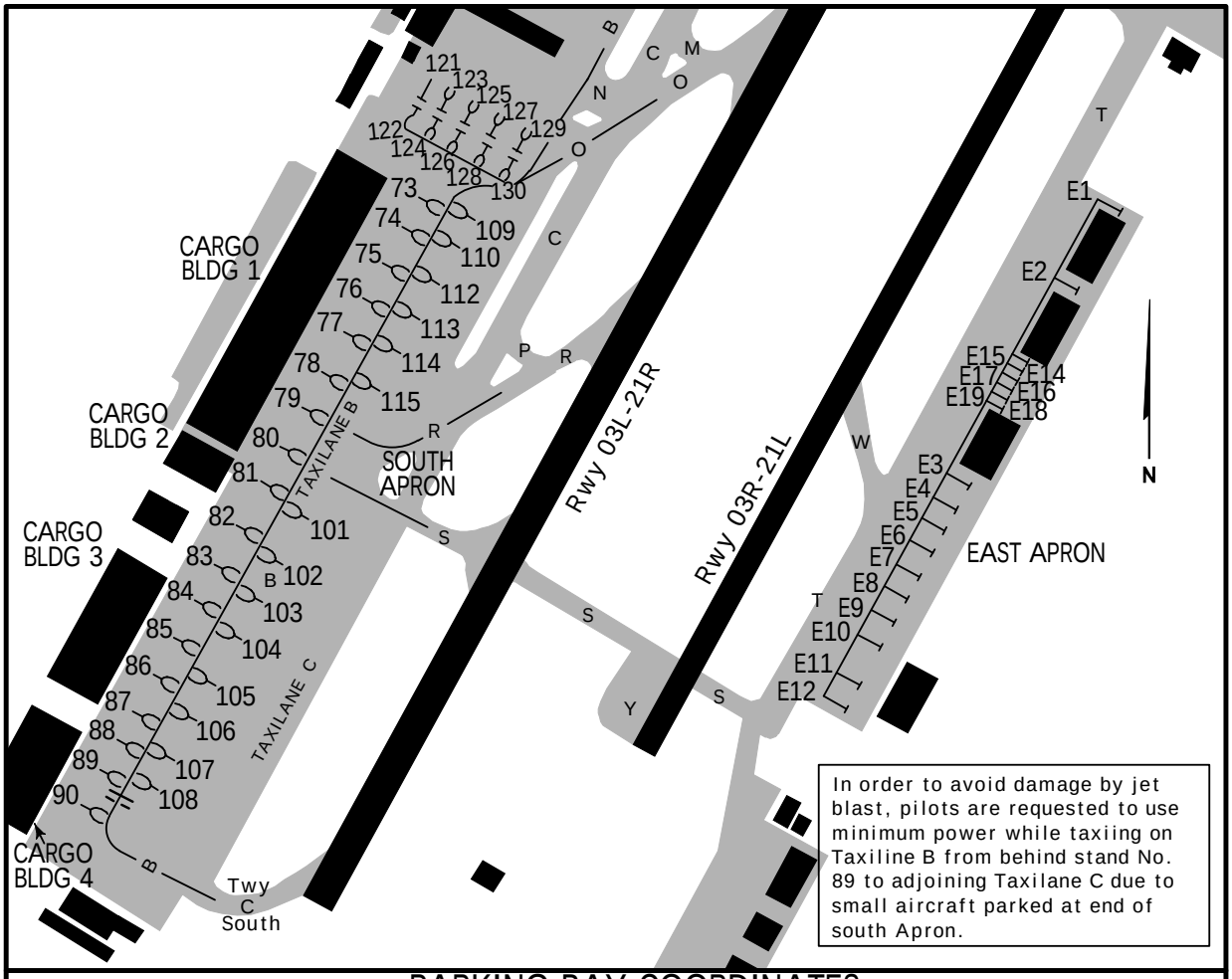
VTBD/DMK

JEPPESEN

23 NOV 12 (10-9D)

BANGKOK, THAILAND

DON MUEANG INTL



PARKING BAY COORDINATES

BAY No.	COORDINATES	CAPACITY	BAY No.	COORDINATES
	SOUTH APRON			EAST APRON
73	N13 54.5 E100 35.9	B744/B773/A346	E1	N13 54.6 E100 36.6
74, 75	N13 54.5 E100 35.8	B744/B773/A346	E2	N13 54.5 E100 36.5
76, 77, 78	N13 54.4 E100 35.8	B744/B773/A346	E3, E4, E5	N13 54.2 E100 36.4
79, 80	N13 54.3 E100 35.7	B744/B773/A346	E6	N13 54.1 E100 36.4
81, 82, 83	N13 54.2 E100 35.7	B744/B773/A346	E7 thru E9	N13 54.1 E100 36.3
84, 85, 86	N13 54.1 E100 35.6	B744/B773/A346	E10, E11, E12	N13 53.0 E100 36.3
87, 88, 89	N13 54.0 E100 35.6	B744/B773/A346	E14, E15	N13 54.4 E100 36.5
90	N13 53.9 E100 35.5	B744/B773/A346	E16, E17, E18	N13 54.3 E100 36.5
101	N13 54.2 E100 35.8	B747-400	E19	N13 54.3 E100 36.4
102, 103	N13 54.1 E100 35.8	B747-400		
104	N13 54.1 E100 35.7	B747-400		
105, 106, 107	N13 54.0 E100 35.7	B747-400		
108	N13 53.9 E100 35.7	B747-400		
109	N13 54.5 E100 35.0	B772/A333/A346		
110	N13 54.4 E100 35.0	B772/A333/A346		
112, 113	N13 54.4 E100 35.9	B772/A333/A346		
114	N13 54.3 E100 35.9	B772/A333/A346		
115	N13 54.3 E100 35.9	MD-11		
121 thru 130	N13 54.6 E100 35.9	B737-400		

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GROUND MOVEMENT CONTROL PROCEDURES

In order to minimize frequency congestion and pilot/controller workload during peak traffic periods, the Ground Control Unit will be separated into two working positions as follows:

a. Departing Aircraft

1. Contact Ground on 122.5 MHz for start-up and push-back clearance.
2. When instructed by ATC, contact Ground on 121.9 MHz for taxi clearance; otherwise remain on 122.5 MHz.

b. Arriving Aircraft

1. Contact Ground on 121.9 MHz after vacating the runway.
2. Contact Ground on 122.5 MHz for taxi into the parking stands.

c. Aircraft which require towing must contact Ground on 122.5 MHz for approval.

d. Radio Frequency Transfer Points (RTP)

1. Departing aircraft for Rwy 21R shall remain on Ground frequency 121.9 MHz until approaching Twy E, and maintain a listening watch on Tower frequency 118.1 MHz while on Twy C to assist with sequencing of aircraft onto the active runway.
2. Arriving aircraft shall remain on Ground frequency 121.9 MHz until entering the apron area or until a frequency change is instructed.

Caution: Aircraft pushing back are on a different frequency and have the right-of-way over arriving aircraft.

ATC CLEARANCE AND PROCEDURES

a. Issuance of en-route clearance

When flight formalities have been completed and the aircraft is ready to start-up, all IFR aircraft are to call Don Mueang Delivery for ATC clearance on frequency 127.7, giving parking stand number or location and proposed flight level.

b. Cancellation of en-route clearance

After ATC clearance is received, pilots are to call Don Mueang Ground for push back and start-up (between 0100-1900 UTC frequency 122.5 MHz, between 1900-0100 UTC frequency 121.9 MHz) and should give parking stand number or location and received ATIS information.

1. Except as specified in Item 2 of this part, the aircraft must be pushed back within 5 minutes. Unless other ATC restriction is imposed, the aircraft must be pushed back within 5 minutes from the time ATC clearance is received; otherwise ATC clearance will be cancelled.
2. If the ATC clearance includes a departure time restriction in order to establish longitudinal separation, pilots shall:
   (a) Keep listening watch on Don Mueang Ground frequency at all times for additional or revised ATC clearance, and when ready for pushback,
   (b) Call Don Mueang Ground at the appropriate time with the departure restriction. Pilots who fail to comply with (a) and (b) of this part will result in cancellation of ATC clearance.

WARNING FOR TAXIING AIRCRAFT

a. In order to prevent jet blast damage the aircraft parking on area close to taxiway B (North), all taxiing aircraft have to reduce to minimum power while taxiing along taxiway B (North).

b. Aircraft landing Rwy 21L, when vacating the Rwy to the right on Twy S, must hold short of Rwy 21R at the holding position and remain on Tower frequency 118.1 MHz for permission to cross the Rwy. Changing of frequency shall not be done unless advised. The aircraft shall continuously guard the VHF emergency frequency 121.5 MHz at all times for reasons of safety.

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ALLOCATION OF AIRCRAFT PARKING BAYS

All aircraft parking bays are allocated by Ground/Apron controller with regard to aircraft type and the prevailing or anticipated traffic situation.

AIRCRAFT MARSHALLING AND TOWING SERVICES

The marshalling of scheduled, non-scheduled and private aircraft into the bays either manually and the pushing out of aircraft for departure shall be under the responsibility of the aircraft operator or its appointed ground handling agency.

TAXIING PROCEDURES

Arriving Aircraft

Aircraft entering the aprons are to follow closely to the taxiway and apron centerlines so as to avoid reducing safety distances between them and parking aircraft.

Departing Aircraft

When start-up clearance is issued by ATC, then push back onto apron centerline and/or abeam centerline of taxiway B.

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VTBD/DMK
DON MUEANG INTL

JEPPESEN
30 OCT 09 (11-1)

BANGKOK, THAILAND
VOR ILS DME Rwy 03L

BRIEFING STRIP ™

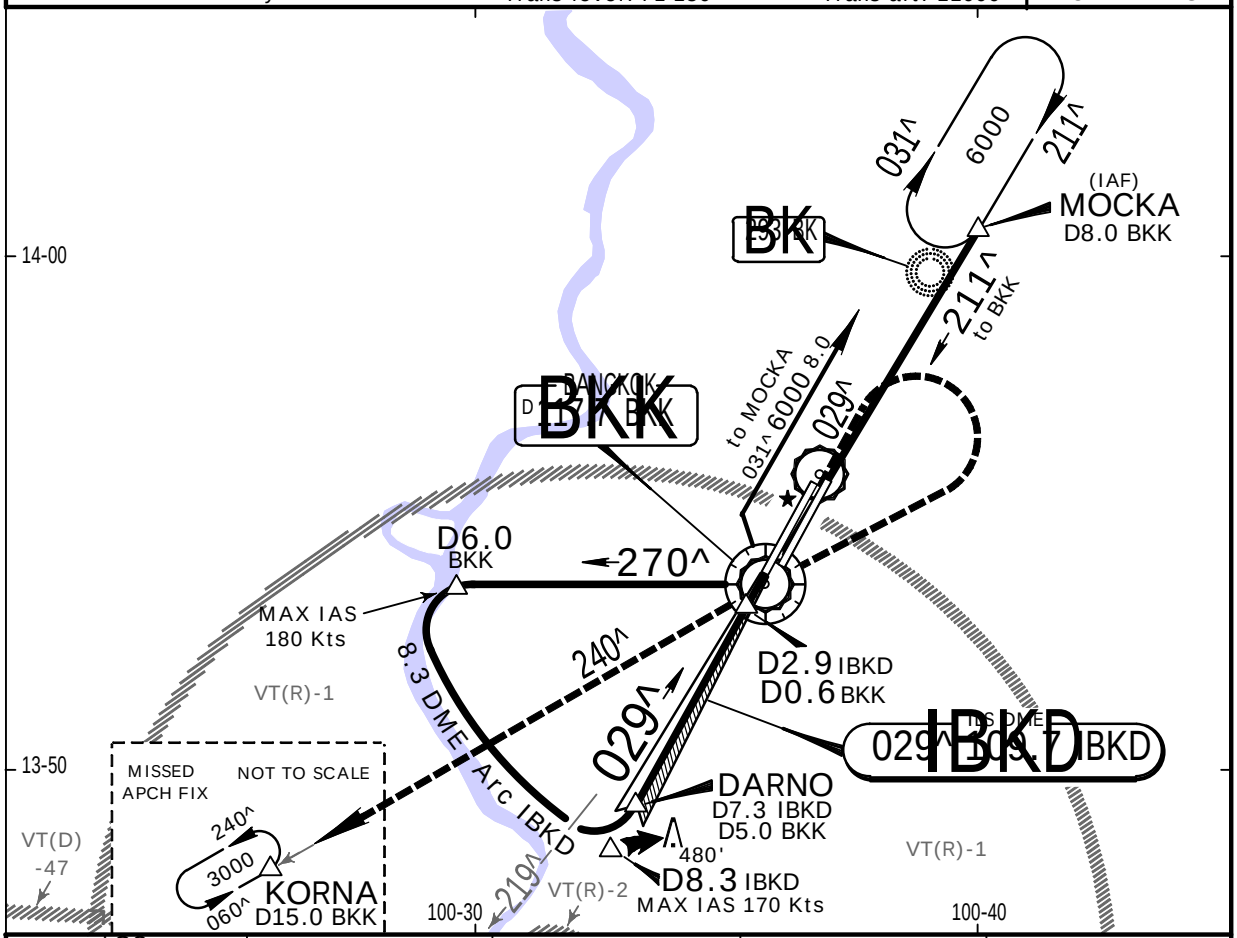
ATIS	DON MUEANG Arrival (R)	DON MUEANG Approach (R)	DON MUEANG Tower	Ground
126.4	125.5	119.4	118.1	121.9 122.5

LOC IBKD	Final Apch Crs	GS DARNO	ILS DA(H)	Apt Elev 9'
109.7	029^	1700' (1693')	220' (213')	RWY 03L 7'

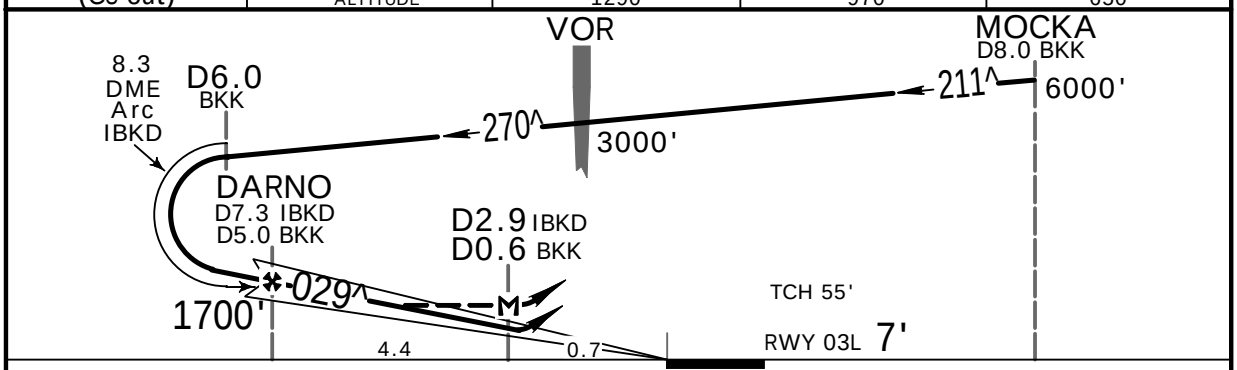
MISSED APCH: Climb on track 029^ direct to IBKD LOC, then climb on BKK VOR R-029 to 1500', then turn RIGHT to BKK VOR and continue climb on BKK VOR R-240 to 3000' to D15.0 BKK and hold or as directed by ATC.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL 130 | Trans alt: 11000'

1800' 075^ 2300' 345^
MSA BKK VOR



LOC (GS out)	IBKD DME	6.0	5.0	4.0
	ALTITUDE	1290'	970'	650'



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00^	377	484	538	646	753	861
LOC Descent Gradient	5.2%	369	474	527	632	737	843
MAP at D2.9 IBKD/D0.6 BKK or DARNO to MAP	4.4	3:46	2:56	2:38	2:12	1:53	1:39

PAPI SALS

on 029^ IBKD 109.7

STRAIGHT-IN LANDING RWY 03L

	ILS DA(H) 220' (213') FULL	ILS DA(H) 220' (213') ALS out	LOC (GS out) MDA(H) 300' (293')	LOC (GS out) MDA(H) 300' (293') ALS out
A	1200m		1200m	1600m
B				
C				

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	640' (631') -1600m
135	
180	750' (741') - 3600m

NS OPS 3

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VTBD/DMK
DON MUEANG INTL

JEPPESEN
30 OCT 09 (11-2)

BANGKOK, THAILAND
ILS or LOC Rwy 21L

BRIEFING STRIP ™

ATIS	DON MUEANG Arrival (R)	DON MUEANG Approach (R)	DON MUEANG Tower	Ground
126.4	125.5	119.4	118.1	121.9 122.5

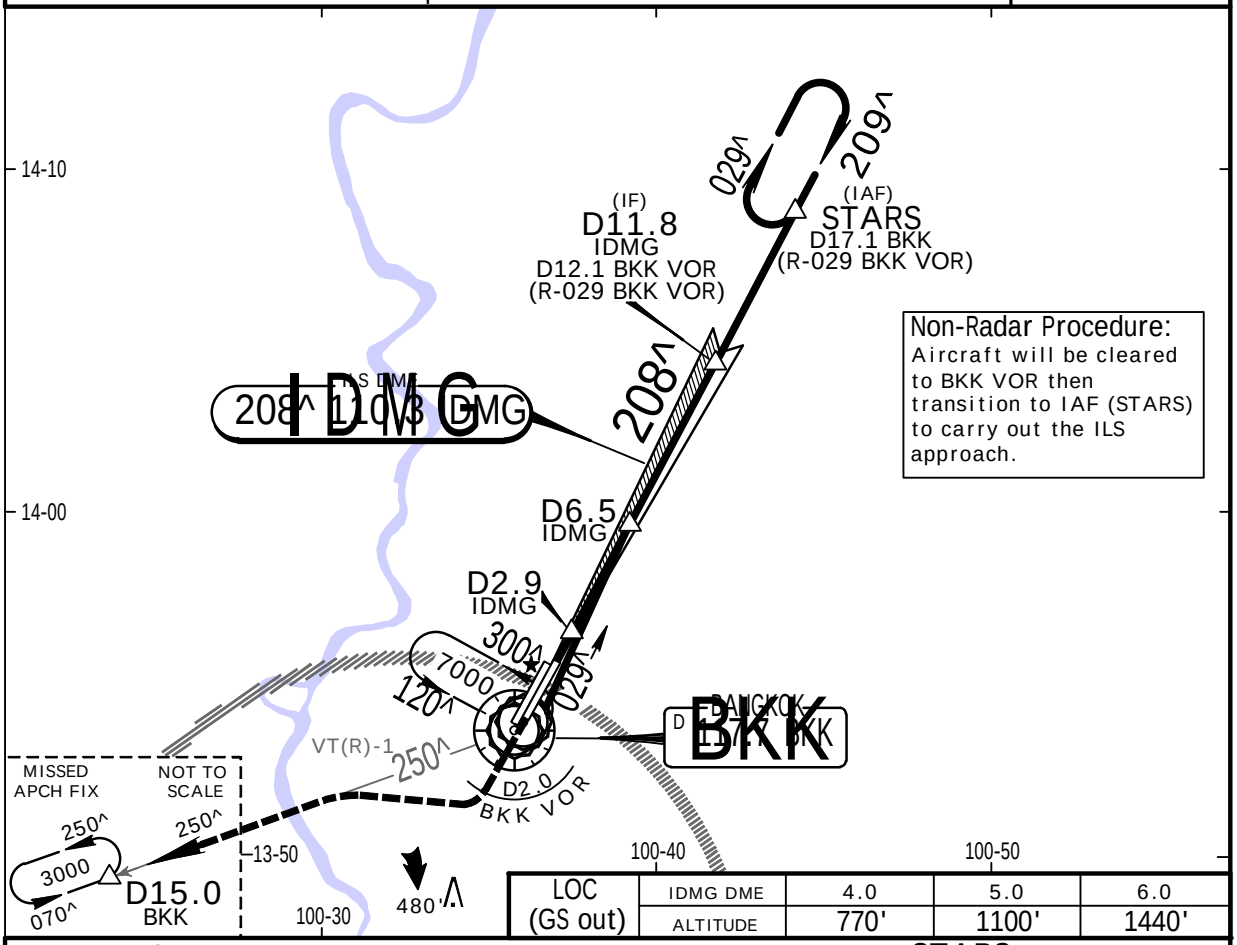
LOC IDMG	Final Apch Crs	GS D6.5 IDMG	ILS DA(H)	Apt Elev 9'
110.3	208^	1600' (1592')	208' (200')	Rwy 21L 8'

MISSED APCH: Climb on runway heading until D2.0 BKK outbound then turn RIGHT continue climb outbound on BKK VOR R-250 to 3000' and hold at D15.0 BKK or as directed by ATC.

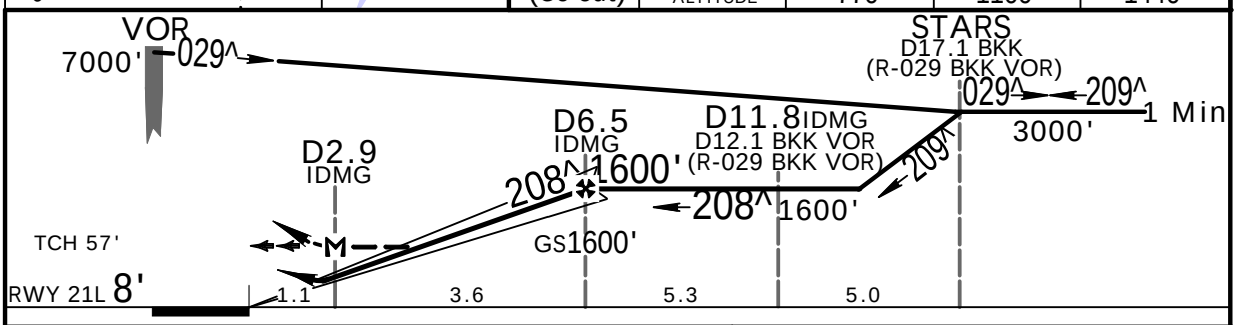
Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 130 Trans alt: 11000'

1. BKK VOR DME and IDMG DME required.

MSA BKK VOR: 1800' 075^ 2300' 345^



LOC (GS out)	IDMG DME	4.0	5.0	6.0
	ALTITUDE	770'	1100'	1440'



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.15^	395	508	565	678	791	903
LOC Descent Gradient	5.5%	390	501	557	668	780	891
MAP at D2.9 IDMG or FAF to MAP	3.6	3:05	2:24	2:10	1:48	1:33	1:21

PAPI HIALS — 3000 on Rwy hdg — D2.0 BKK

STRAIGHT-IN LANDING RWY 21L

	ILS DA(H) 208' (200') FULL	ILS DA(H) 208' (200') ALS out	LOC (GS out) MDA(H) 430' (422')	LOC (GS out) MDA(H) 430' (422') ALS out
A	800m	1200m	800m	1600m
B				
C			1200m	2000m
D			1600m	

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	700' (691')-1600m
135	
180	800' (791')-3600m
205	800' (791')-4000m

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VTBD/DMK
DON MUEANG INTL

JEPPESEN
29 AUG 14 (11-3)

BANGKOK, THAILAND
ILS or LOC Rwy 21R

BRIEFING STRIP ™

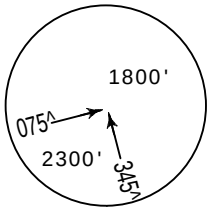
ATIS	DON MUEANG Arrival (R)	DON MUEANG Approach (R)	DON MUEANG Tower	Ground	
126.4	125.5	119.4	118.1	121.9	122.5

LOC IBKK	Final Apch Crs	GS D5.0 IBKK	ILS DA(H)	Apt Elev 9'
109.3	209^	1600' (1593')	207' (200')	Rwy 21R 7'

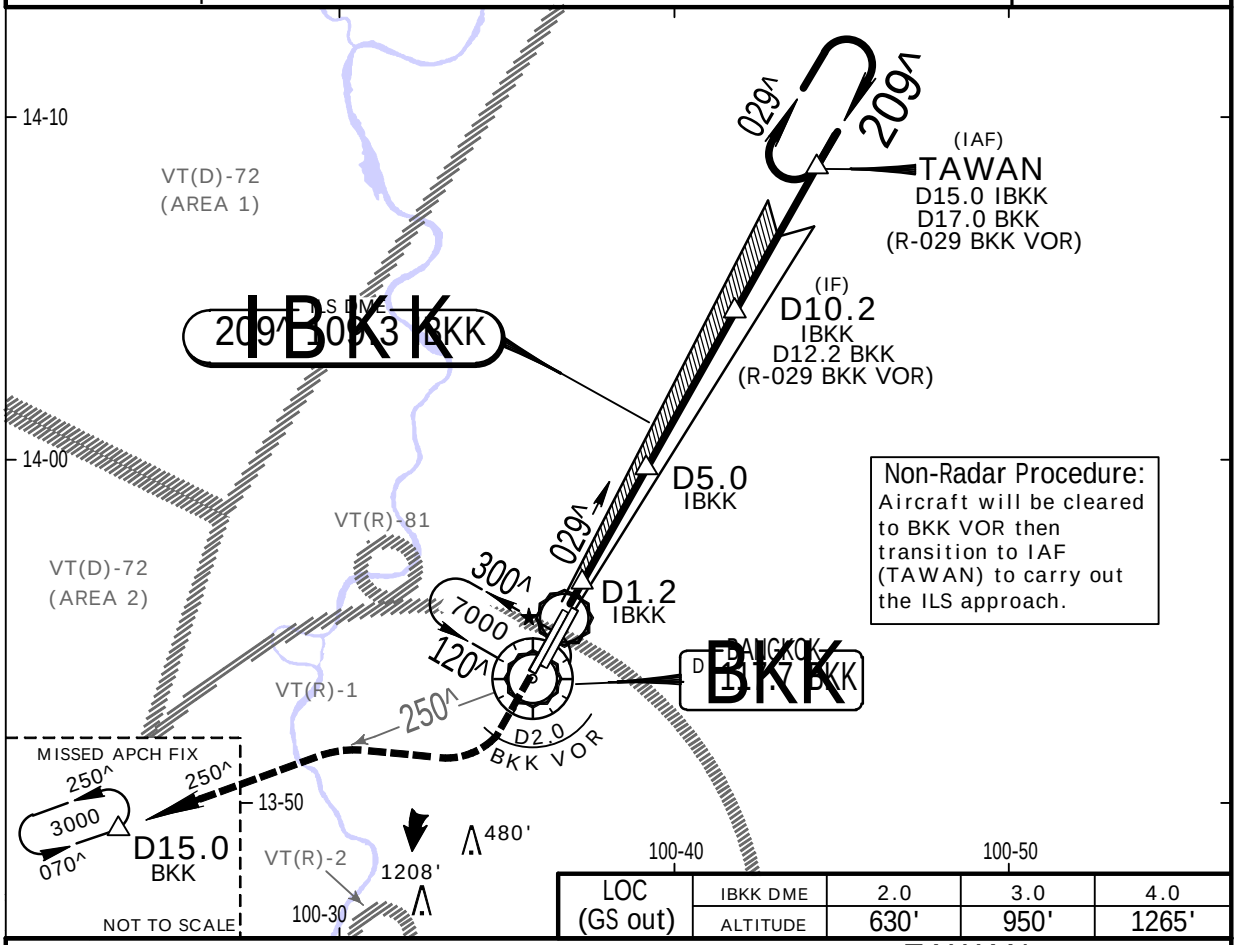
MISSED APCH: Climb on runway heading until D2.0 BKK VOR outbound, then turn RIGHT continue climb outbound on R-250 BKK VOR to 3000' and hold at D15.0 BKK VOR or as directed by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 130 Trans alt: 11000'

1. VOR DME required.

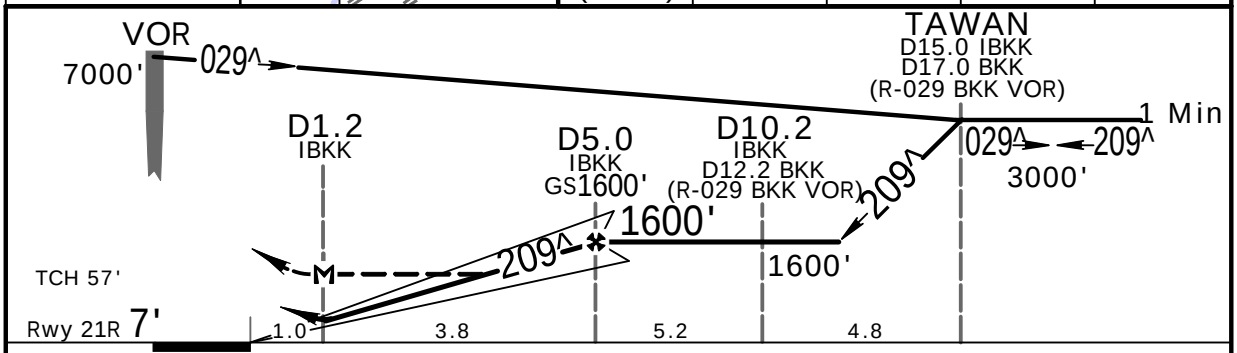


MSA BKK VOR



Non-Radar Procedure:
Aircraft will be cleared to BKK VOR then transition to IAF (TAWAN) to carry out the ILS approach.

LOC (GS out)	IBKK DME	2.0	3.0	4.0
	ALTITUDE	630'	950'	1265'



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849
MAP at D1.2 IBKK or FAF to MAP	3.8	3:15	2:32	2:17	1:54	1:38	1:26

PAPI HIALS | 3000 on Rwy hdg | D2.0 BKK

STRAIGHT-IN LANDING RWY 21R

	ILS DA(H) 207' (200')			LOC (GS out) MDA(H) 380' (373')	
	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B					
C					

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	700' (691')-1600m
135	
180	800' (791')-3600m

m

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VTBD/DMK
DON MUEANG INTL

JEPPESEN
29 AUG 14 (11-3A)

BANGKOK, THAILAND
ILS Rwy 21R CAT II

BRIEFING STRIP ™

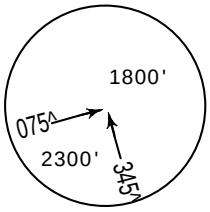
ATIS	DON MUEANG Arrival (R)	DON MUEANG Approach (R)	DON MUEANG Tower	Ground	
126.4	125.5	119.4	118.1	121.9	122.5

LOC IBKK	Final Apch Crs	GS D5.0 IBKK	CAT II ILS	Apt Elev 9'
109.3	209^	1600' (1593')	RA 100' DA(H) 107' (100')	Rwy 21R 7'

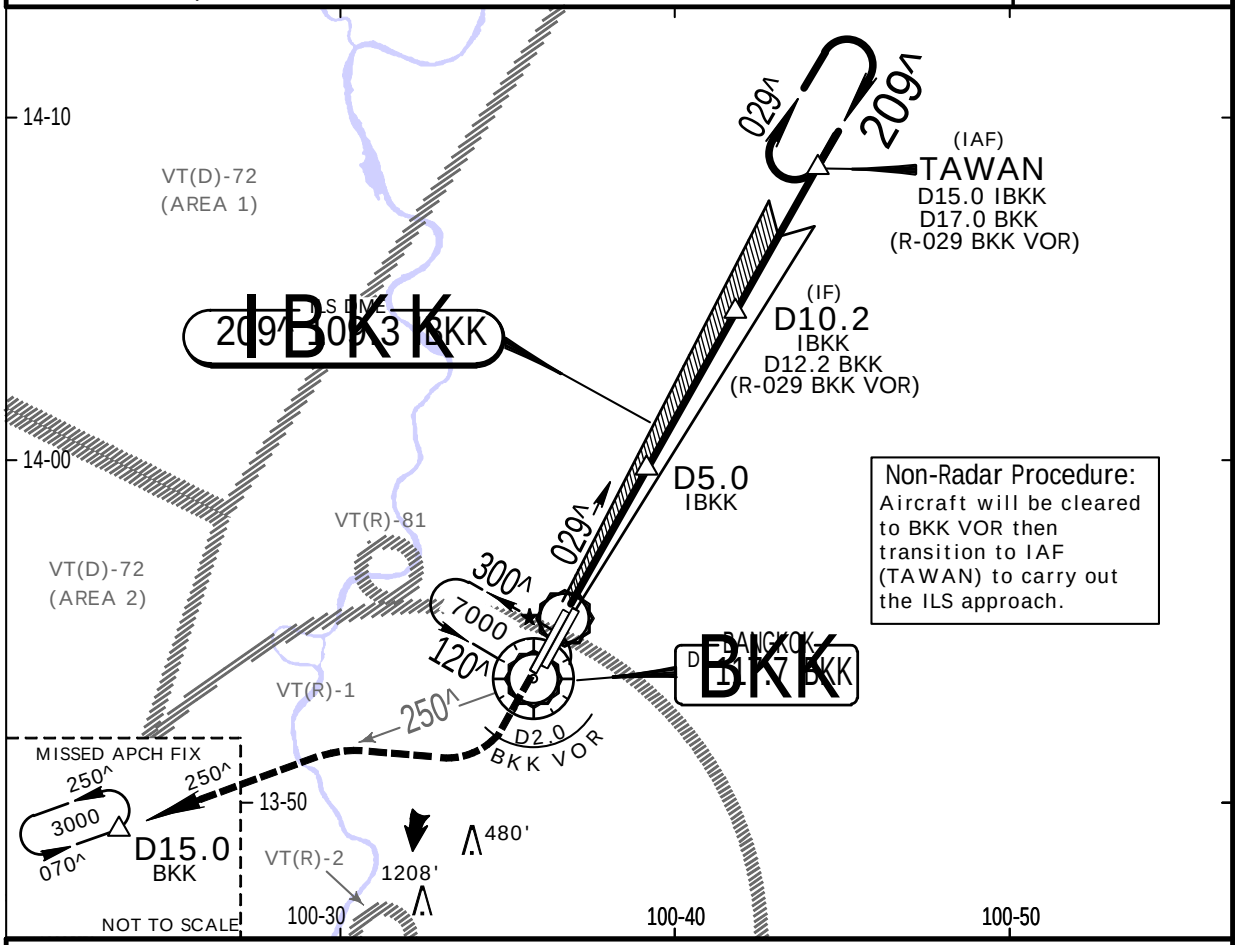
MISSED APCH: Climb on runway heading until D2.0 BKK VOR outbound, then turn RIGHT continue climb outbound on R-250 BKK VOR to 3000' and hold at D15.0 BKK VOR or as directed by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 130 Trans alt: 11000'

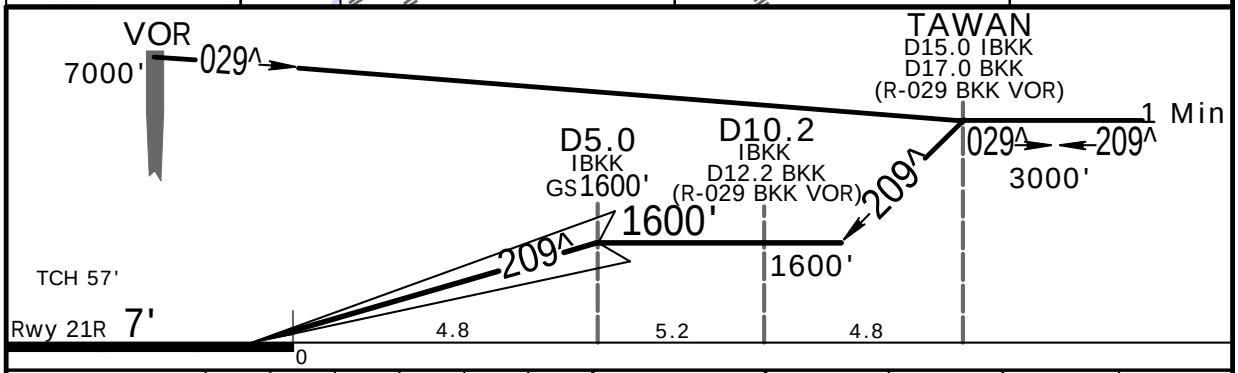
1. VOR DME required.



MSA BKK VOR



Non-Radar Procedure:
Aircraft will be cleared to BKK VOR then transition to IAF (TAWAN) to carry out the ILS approach.



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00^	372	478	531	637	743	849

PAPI HIALS

3000' on Rwy hdg

D2.0 BKK

STRAIGHT-IN LANDING RWY 21R
CAT II ILS

RA 100'
DA(H) 107' (100')

RVR 350m

NS OPS 3

CHANGES: Procedure.

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VTBD/DMK
DON MUEANG INTL

JEPPESEN
15 OCT 10 (13-1)

BANGKOK, THAILAND
VOR Rwy 21L

BRIEFING STRIP ™

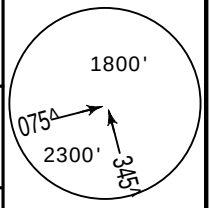
ATIS	DON MUEANG Arrival (R)	DON MUEANG Approach (R)	DON MUEANG Tower	Ground
126.4	125.5	119.4	118.1	121.9 122.5

VOR BKK	Final Apch Crs	Minimum Alt D6.8	MDA(H)	Apt Elev 9' / Rwy 21L 8'
117.7	210^	1600'(1592')	520'(512')	

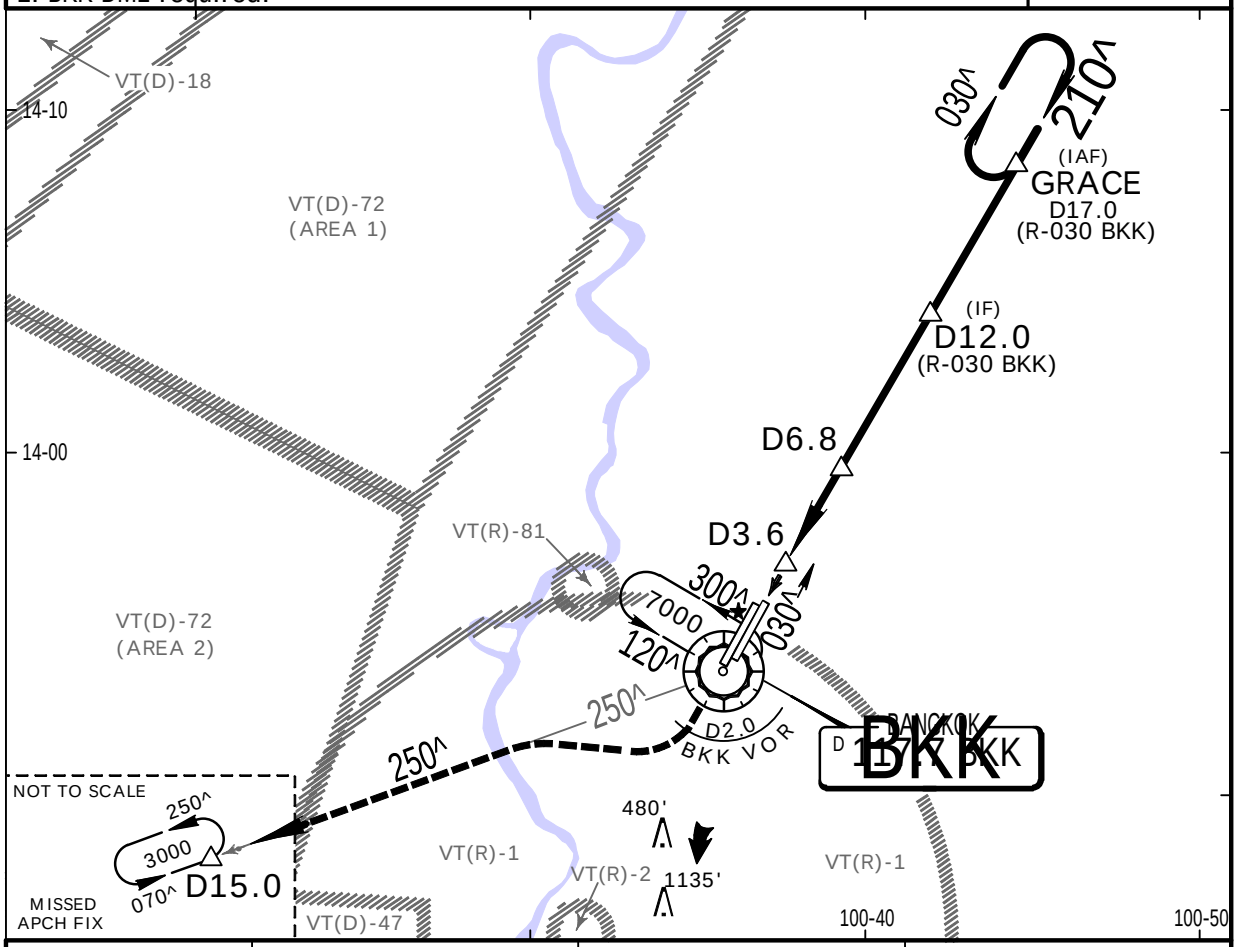
MISSED APCH: Climb straight ahead to BKK VOR until D2.0 BKK VOR outbound, then turn RIGHT continue climb outbound on R-250 BKK VOR to 3000' and hold at D15.0 BKK VOR or as directed by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 130 Trans alt: 11000'

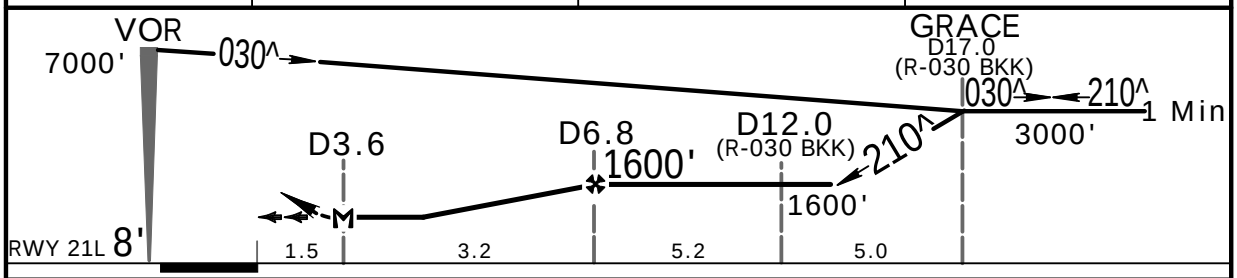
1. BKK DME required.



MSA BKK VOR



BKK DME	4.0	5.0	6.0
ALTITUDE	700'	1040'	1370'



Gnd speed-Kts		70	90	100	120	140	160
Descent Gradient	5.5%	390	501	557	668	780	891
MAP at D3.6 or FAF to MAP	3.2	2:45	2:08	1:55	1:36	1:22	1:12

PAPI HIALS

BKK 117.7

STRAIGHT-IN LANDING RWY 21L

MDA(H) 520'(512')

		ALS out
A	2000m	2800m
B		
C		

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	700'(691') -2800m
135	
180	800'(791') - 3600m

IS OPS 3

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VTBD/DMK
DON MUEANG INTL

JEPPESEN
15 OCT 10 (13-2)

BANGKOK, THAILAND
VOR Rwy 21R

BRIEFING STRIP ™

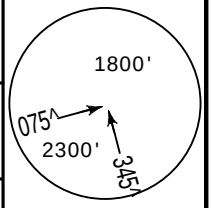
ATIS	DON MUEANG Arrival (R)	DON MUEANG Approach (R)	DON MUEANG Tower	Ground
126.4	125.5	119.4	118.1	121.9 122.5

VOR BKK	Final Apch Crs	Minimum Alt D6.7	MDA(H)	Apt Elev 9'
117.7	208^	1600'(1593')	520'(513')	Rwy 21R 7'

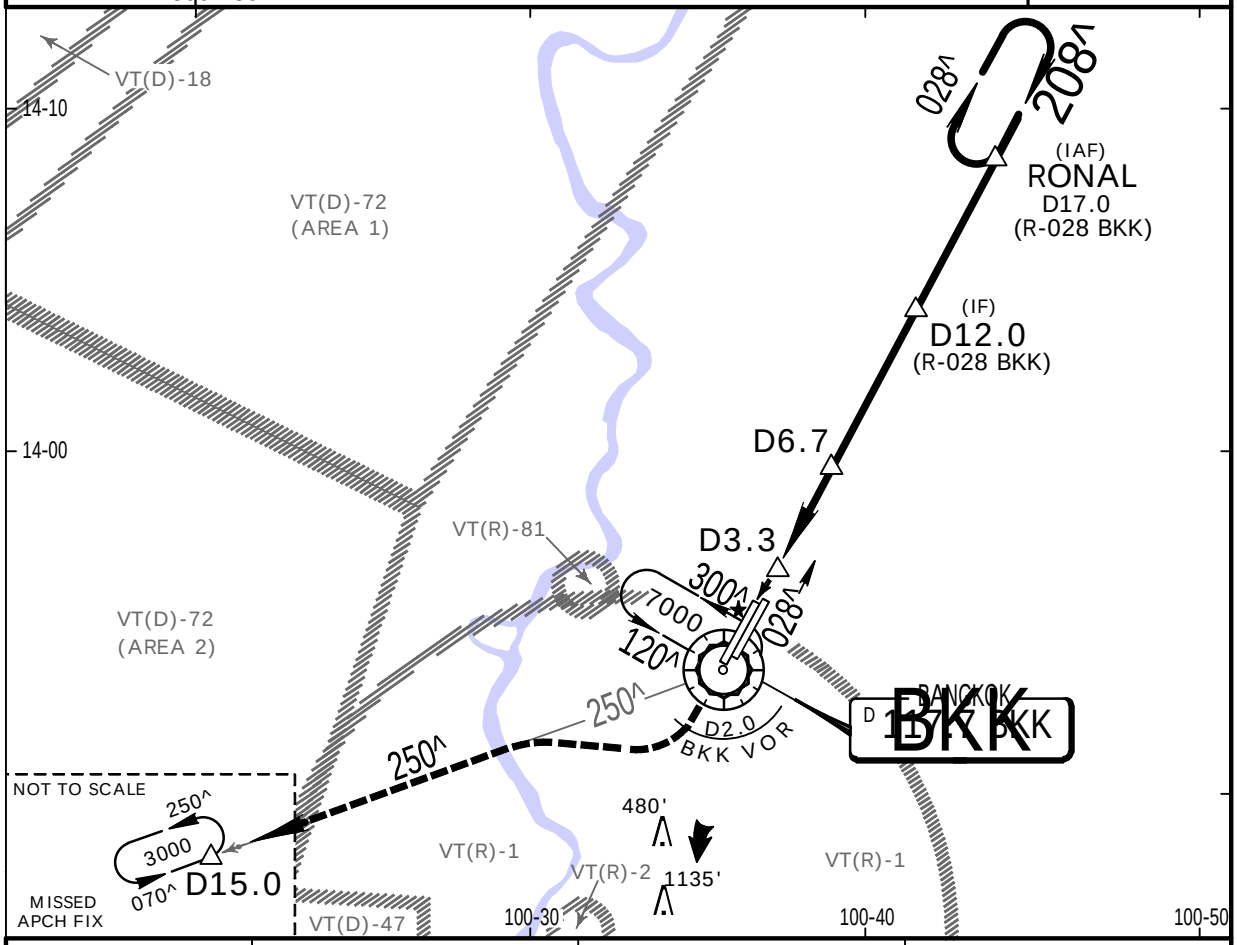
MISSED APCH: Climb straight ahead to BKK VOR until D2.0 BKK VOR outbound, then turn RIGHT continue climb outbound on R-250 BKK VOR to 3000' and hold at D15.0 BKK VOR or as directed by ATC.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 130 Trans alt: 11000'

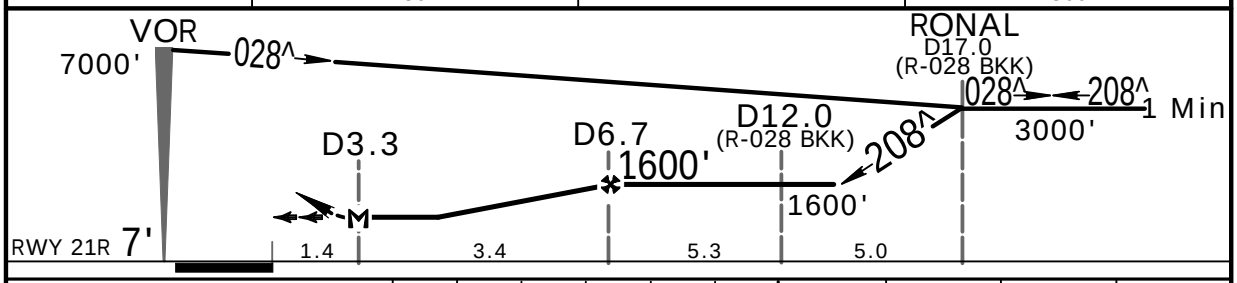
1. BKK DME required.



MSA BKK VOR



BKK DME	4.0	5.0	6.0
ALTITUDE	730'	1050'	1360'



Gnd speed-Kts		70	90	100	120	140	160
Descent Gradient	5.2%	369	474	527	632	737	843
MAP at D3.3 or FAF to MAP	3.4	2:55	2:16	2:02	1:42	1:27	1:16

PAPI
HIALS

BKK
117.7

STRAIGHT-IN LANDING RWY 21R

MDA(H) 520'(513')

		ALS out
A	1800m	2600m
B		
C		

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	700'(691') -2600m
135	
180	800'(791') - 3600m

IS OPS 3

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VTBD/DMK
DON MUEANG INTL

JEPPESEN
23 JAN 09 (16-1)

BANGKOK, THAILAND
NDB Rwy 21L

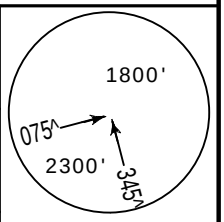
BRIEFING STRIP ™

ATIS	DON MUEANG Arrival (R)	DON MUEANG Approach (R)	DON MUEANG Tower	Ground
126.4	125.5	119.4	118.1	121.9 122.5

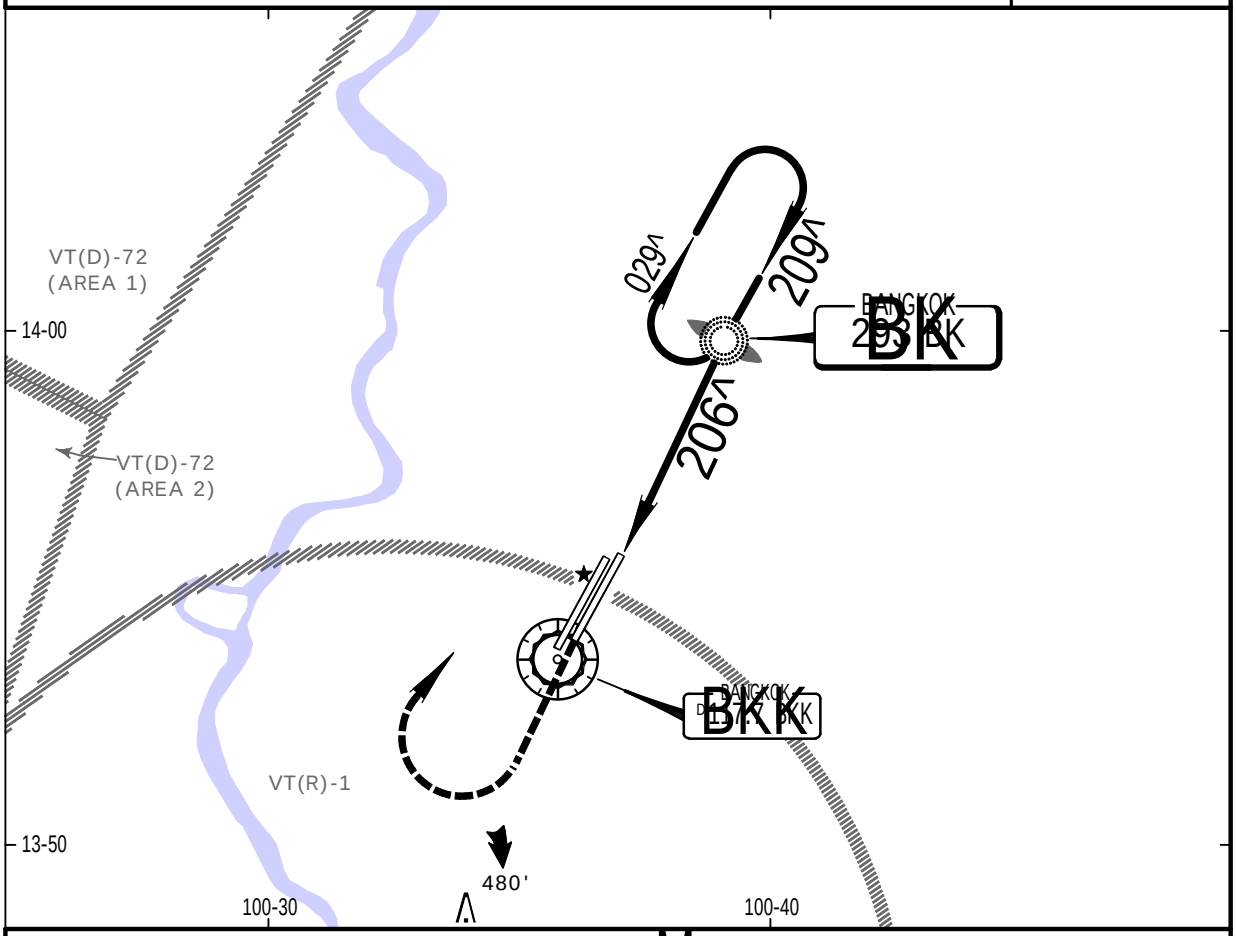
LOM BK	Final Apch Crs	Minimum Alt LOM	MDA(H)	Apt Elev 9'
293	206^	1500' (1492')	470' (462')	RWY 21L 8'

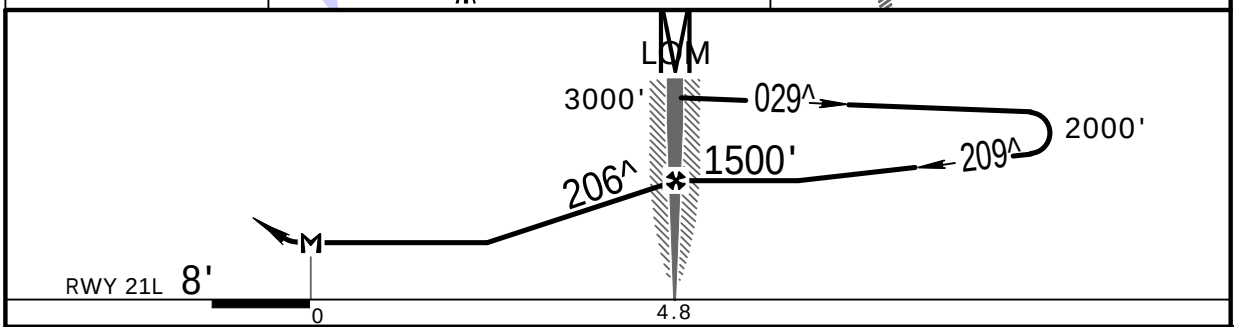
MISSED APCH: Climb STRAIGHT AHEAD to 800', then turn RIGHT continue climbing to 3000' and hold at BK LOM.

Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: FL 130 | Trans alt: 11000'



MSA BK LOM





Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.2%	369	474	527	632	737	843
LOM to MAP 4.8	4:07	3:12	2:53	2:24	2:03	1:48

PAPI HIALS | 800' | 3000' RT | BK 293

STRAIGHT-IN LANDING RWY 21L
MDA(H) 470' (462')

		ALS out
A	1200m	1600m
B		
C	1600m	2000m
D	2000m	2400m

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	700' (691')-1600m
135	
180	800' (791')-3600m
205	

NS OPS 3

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VTBD/DMK
DON MUEANG INTL

JEPPESEN 23 JAN 09 (16-2)

BANGKOK, THAILAND
NDB Rwy 21R

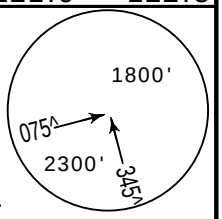
BRIEFING STRIP ™

ATIS	DON MUEANG Arrival (R)	DON MUEANG Approach (R)	DON MUEANG Tower	Ground
126.4	125.5	119.4	118.1	121.9 122.5

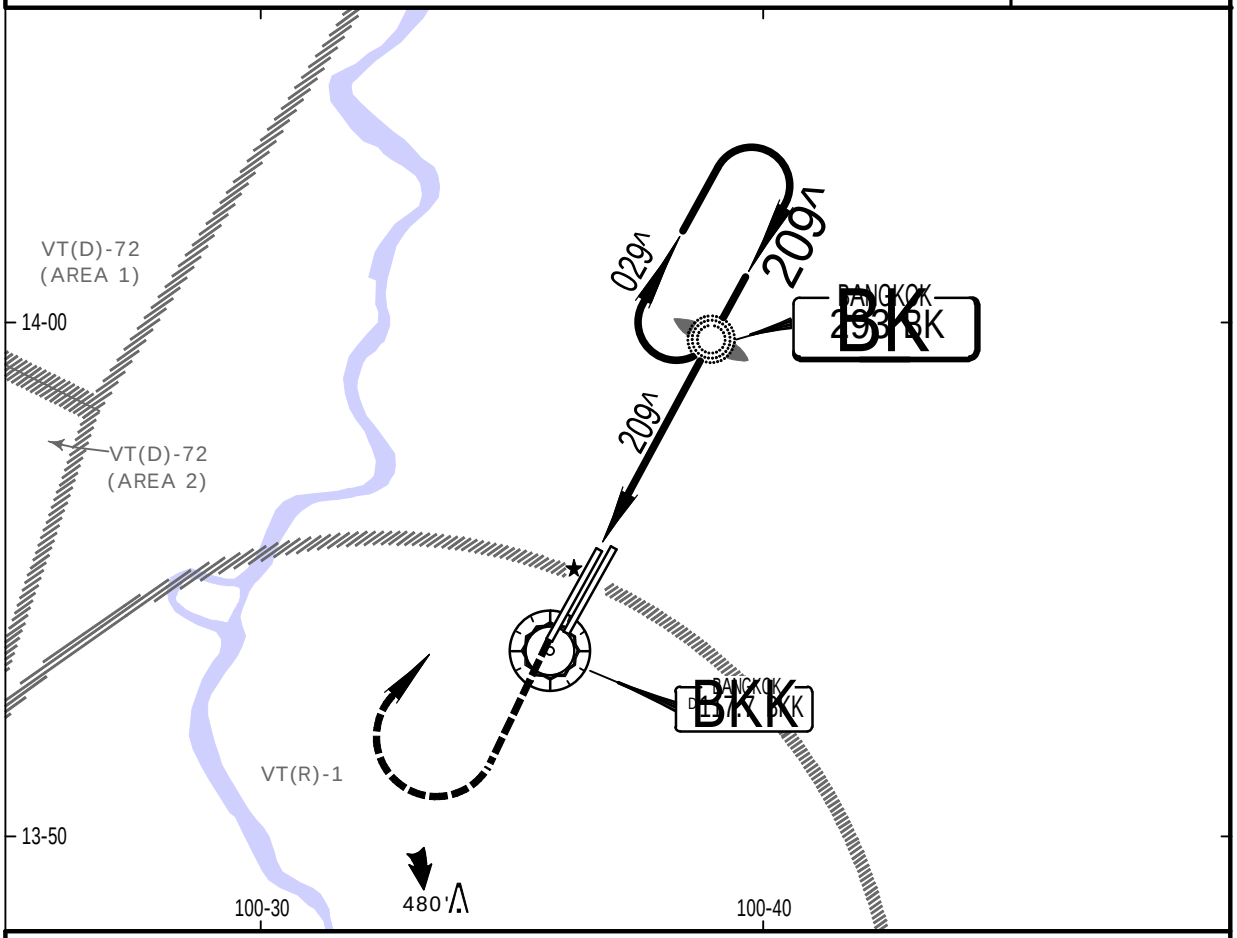
LOM BK	Final Apch Crs	Minimum Alt LOM	MDA(H)	Apt Elev 9'
293	209^	1500' (1493')	470' (463')	RWY 21R 7'

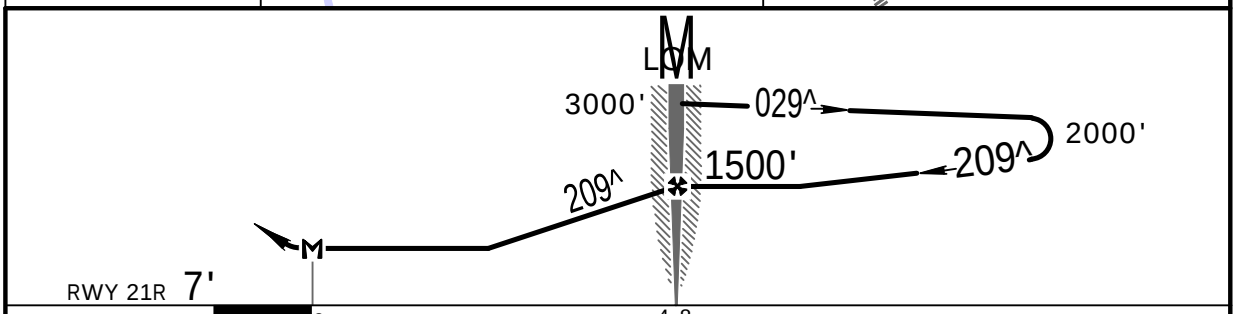
MISSED APCH: Climb STRAIGHT AHEAD to 800', then turn RIGHT continue climbing to 3000' and hold at BK LOM.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: FL 130 Trans alt: 11000'



MSA BK LOM





Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.2%	369	474	527	632	737	843
LOM to MAP 4.8	4:07	3:12	2:53	2:24	2:03	1:48

PAPI HIALS | 800' | 3000' RT | BK 293

STRAIGHT-IN LANDING RWY 21R MDA(H) 470' (463')		ALS out	Max Kts	CIRCLE-TO-LAND MDA(H)
A	RVR 1200m VIS 1200m	RVR 1500m VIS 1600m	100	700' (691')-1600m
B			135	
C	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	180	800' (791')-3200m
D	RVR 1800m VIS 2000m	2400m	205	

NS OPS 3

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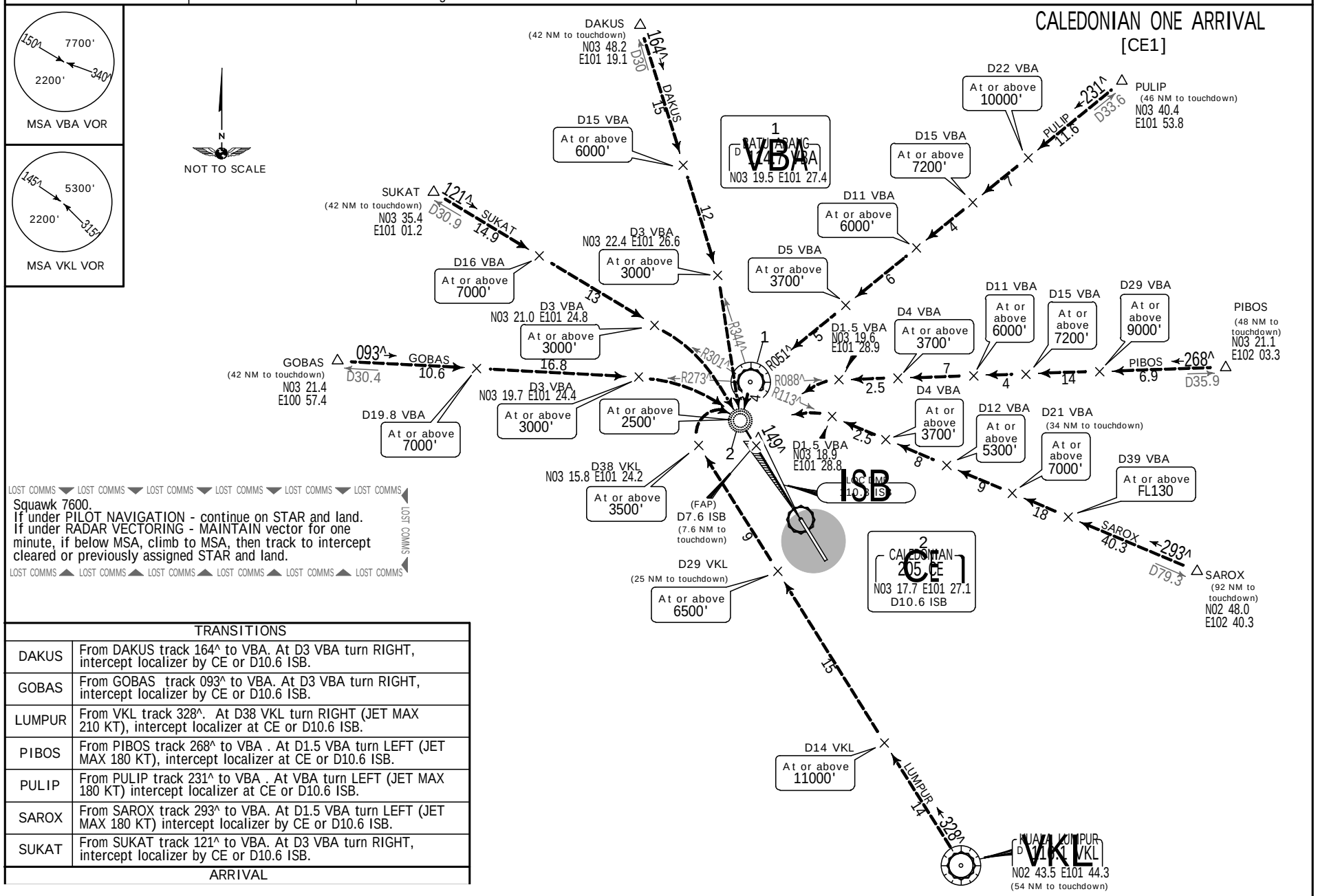
WMSA/SZB
SULTAN ABDUL AZIZ SHAH-SUBANG

JEPPESEN
29 AUG 14 (10-2)

KUALA LUMPUR, MALAYSIA
.STAR.

*ATIS	Apt Elev	
127.6	90'	Alt Set: hPa Trans level: FL130 Trans alt: 11000' 1. Adhere to vertical restrictions (STAR steps) on descent. 2. Bank angle 25^/Rate1-whichever is less.



TRANSITIONS	
DAKUS	From DAKUS track 164^ to VBA. At D3 VBA turn RIGHT, intercept localizer by CE or D10.6 ISB.
GOBAS	From GOBAS track 093^ to VBA. At D3 VBA turn RIGHT, intercept localizer by CE or D10.6 ISB.
LUMPUR	From VKL track 328^. At D38 VKL turn RIGHT (JET MAX 210 KT), intercept localizer at CE or D10.6 ISB.
PIBOS	From PIBOS track 268^ to VBA . At D1.5 VBA turn LEFT (JET MAX 180 KT), intercept localizer at CE or D10.6 ISB.
PULIP	From PULIP track 231^ to VBA . At VBA turn LEFT (JET MAX 180 KT) intercept localizer at CE or D10.6 ISB.
SAROX	From SAROX track 293^ to VBA. At D1.5 VBA turn LEFT (JET MAX 180 KT) intercept localizer by CE or D10.6 ISB.
SUKAT	From SUKAT track 121^ to VBA. At D3 VBA turn RIGHT, intercept localizer by CE or D10.6 ISB.
ARRIVAL	

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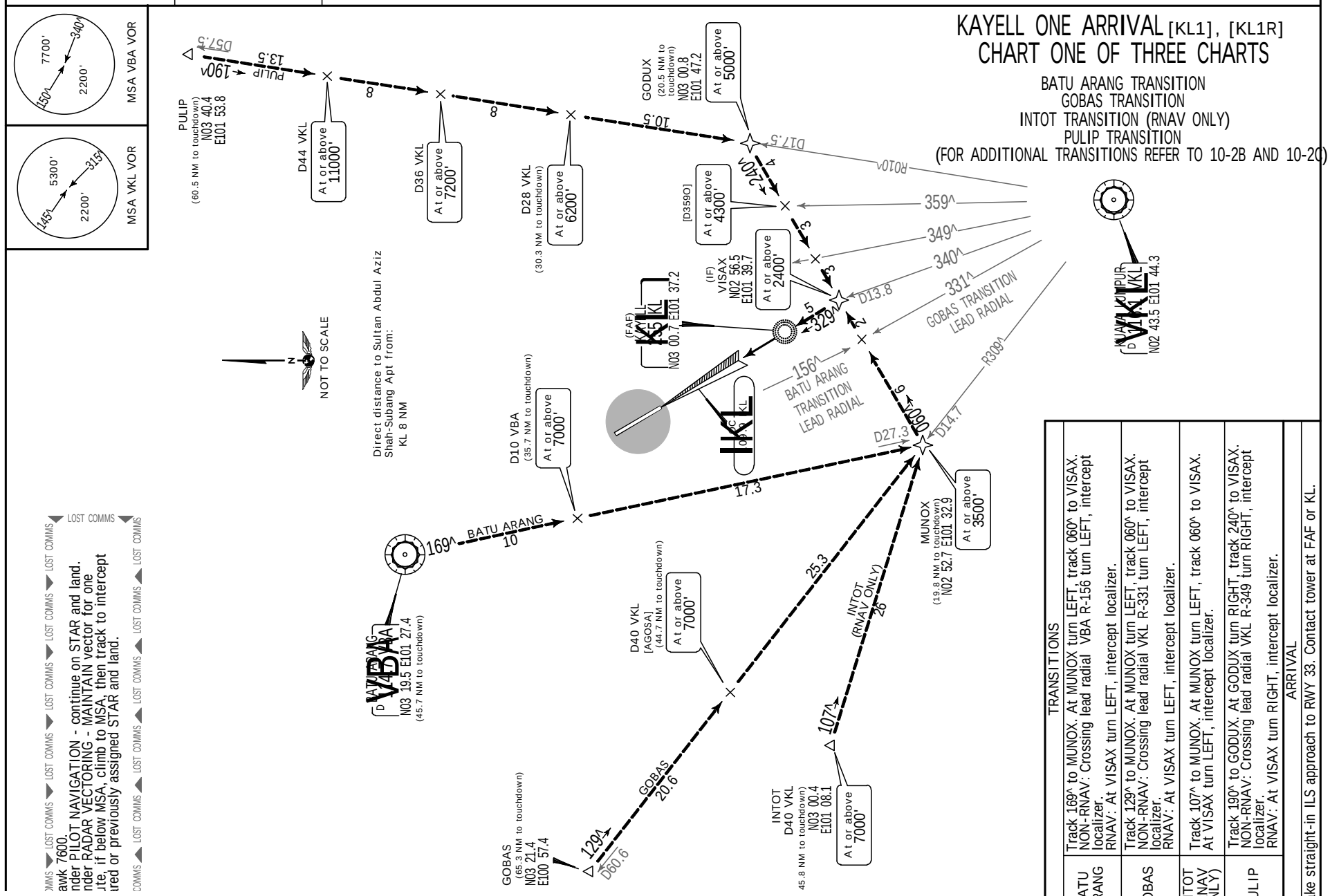
SULTAN ABDUL AZIZ SHAH-SUBANG

JEPPESEN (10-2A) 29 AUG 14

KUALA LUMPUR, MALAYSIA
.STAR.

*ATIS	Apt Elev	Alt Set: hPa Trans level: FL130 Trans alt: 11000'
127.6	90'	1. Adhere to vertical restrictions (STAR steps) on descent. 2. Bank angle 25^/Rate1-whichever is less.



TRANSITIONS	
BATU ARANG	Track 169^ to MUNOX. At MUNOX turn LEFT, track 060^ to VISAX. NON-RNAV: Crossing lead radial VBA R-156 turn LEFT, intercept localizer. RNAV: At VISAX turn LEFT, intercept localizer.
GOBAS	Track 129^ to MUNOX. At MUNOX turn LEFT, track 060^ to VISAX. NON-RNAV: Crossing lead radial VKL R-331 turn LEFT, intercept localizer. RNAV: At VISAX turn LEFT, intercept localizer.
INTOT (RNAV ONLY)	Track 107^ to MUNOX. At MUNOX turn LEFT, track 060^ to VISAX. At VISAX turn LEFT, intercept localizer.
PULIP	Track 190^ to GODUX. At GODUX turn RIGHT, track 240^ to VISAX. NON-RNAV: Crossing lead radial VKL R-349 turn RIGHT, intercept localizer. RNAV: At VISAX turn RIGHT, intercept localizer.
ARRIVAL	
Make straight-in ILS approach to RWY 33. Contact tower at FAF or KL.	

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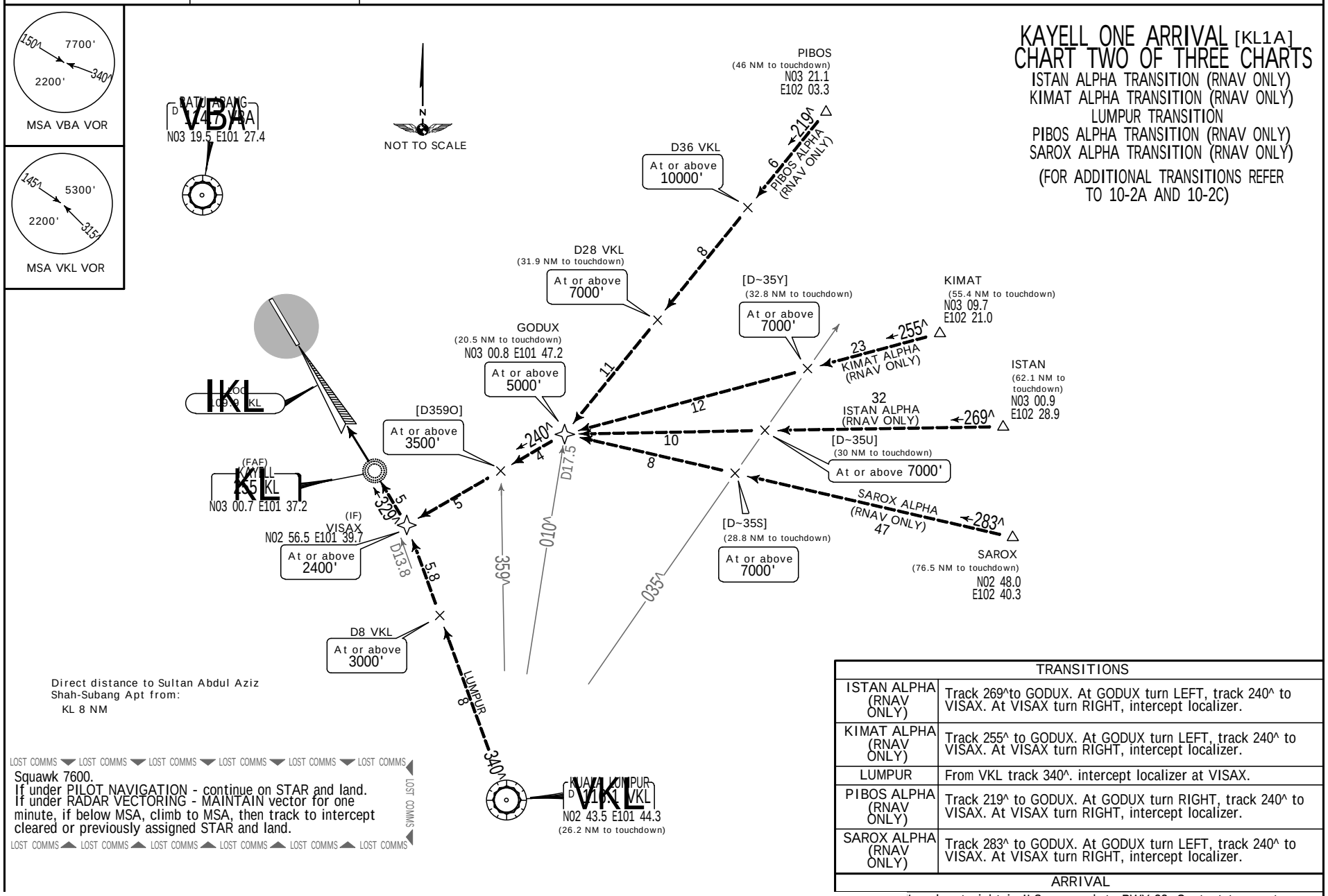
SULTAN ABDUL AZIZ SHAH-SUBANG

*ATIS	Apt Elev	
127.6	90'	Alt Set: hPa Trans level: FL130 Trans alt: 11000' 1. Adhere to vertical restrictions (STAR steps) on descent. 2. Bank angle 25^ /Rate1-whichever is less.



KAYELL ONE ARRIVAL [KL1A]
CHART TWO OF THREE CHARTS

ISTAN ALPHA TRANSITION (RNAV ONLY)
KIMAT ALPHA TRANSITION (RNAV ONLY)
LUMPUR TRANSITION
PIBOS ALPHA TRANSITION (RNAV ONLY)
SAROX ALPHA TRANSITION (RNAV ONLY)

(FOR ADDITIONAL TRANSITIONS REFER TO 10-2A AND 10-2C)

TRANSITIONS	
ISTAN ALPHA (RNAV ONLY)	Track 269to GODUX. At GODUX turn LEFT, track 240^ to VISAX. At VISAX turn RIGHT, intercept localizer.
KIMAT ALPHA (RNAV ONLY)	Track 255^ to GODUX. At GODUX turn LEFT, track 240^ to VISAX. At VISAX turn RIGHT, intercept localizer.
LUMPUR	From VKL track 340^. intercept localizer at VISAX.
PIBOS ALPHA (RNAV ONLY)	Track 219^ to GODUX. At GODUX turn RIGHT, track 240^ to VISAX. At VISAX turn RIGHT, intercept localizer.
SAROX ALPHA (RNAV ONLY)	Track 283^ to GODUX. At GODUX turn LEFT, track 240^ to VISAX. At VISAX turn RIGHT, intercept localizer.

ARRIVAL

.L make straight-in ILS approach to RWY 33. Contact tower at KL.

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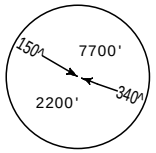
SULTAN ABDUL AZIZ SHAH-SUBANG

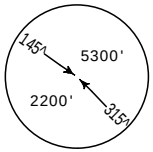
JEPPESEN 10-2C 29 AUG 14

KUALA LUMPUR, MALAYSIA
.STAR.

*ATIS	Apt Elev	
127.6	90'	Alt Set: hPa Trans level: FL130 Trans alt: 11000' 1. Adhere to vertical restrictions (STAR steps) on descent. 2. Bank angle 25^ /Rate1-whichever is less.



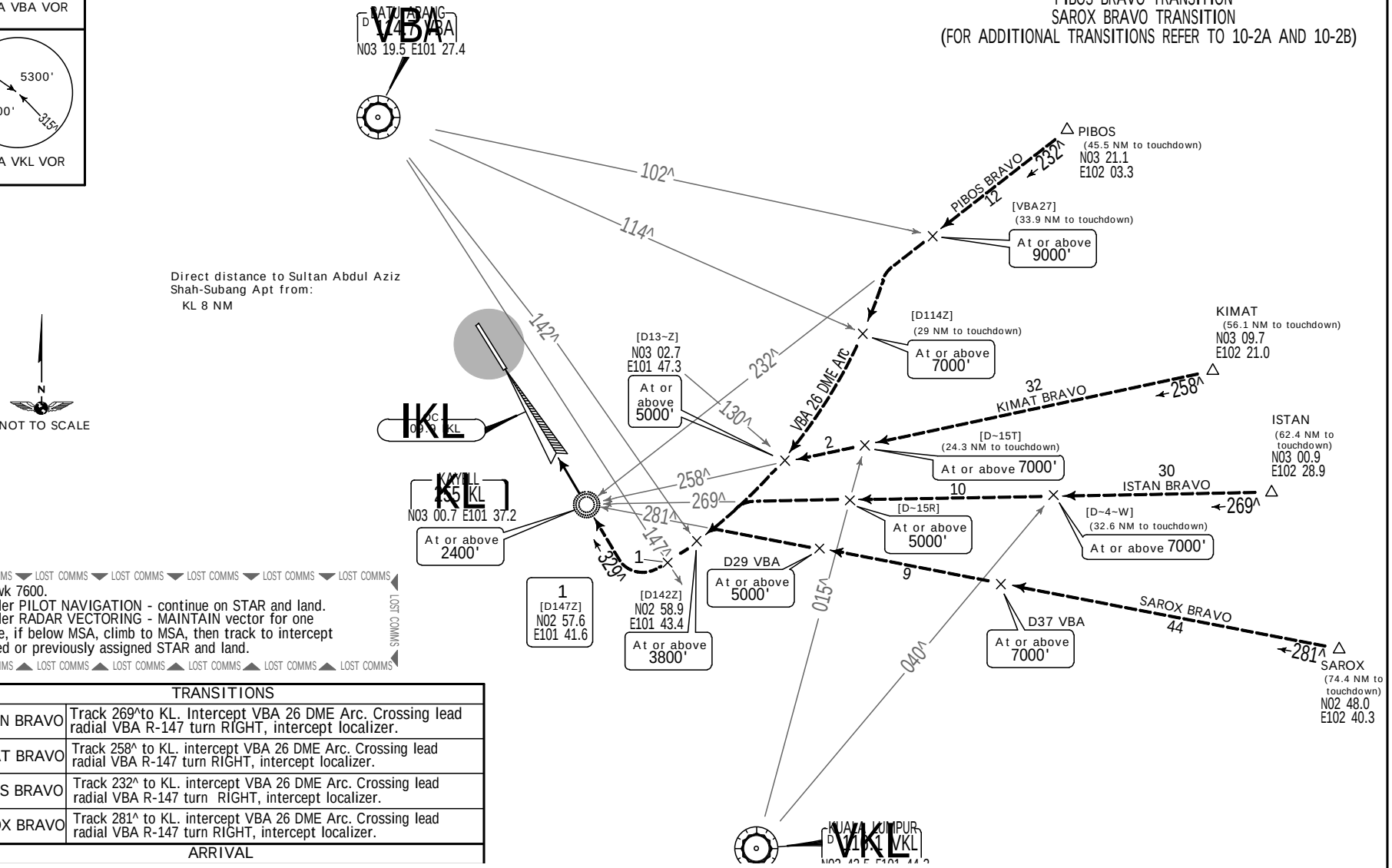
MSA VBA VOR



MSA VKL VOR

KAYELL ONE ARRIVAL [KL1B]
CHART THREE OF THREE CHARTS

ISTAN BRAVO TRANSITION
KIMAT BRAVO TRANSITION
PIBOS BRAVO TRANSITION
SAROX BRAVO TRANSITION
(FOR ADDITIONAL TRANSITIONS REFER TO 10-2A AND 10-2B)



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
Squawk 7600.
If under PILOT NAVIGATION - continue on STAR and land.
If under RADAR VECTORING - MAINTAIN vector for one minute, if below MSA, climb to MSA, then track to intercept cleared or previously assigned STAR and land.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

TRANSITIONS	
ISTAN BRAVO	Track 269to KL. Intercept VBA 26 DME Arc. Crossing lead radial VBA R-147 turn RIGHT, intercept localizer.
KIMAT BRAVO	Track 258^ to KL. intercept VBA 26 DME Arc. Crossing lead radial VBA R-147 turn RIGHT, intercept localizer.
PIBOS BRAVO	Track 232^ to KL. intercept VBA 26 DME Arc. Crossing lead radial VBA R-147 turn RIGHT, intercept localizer.
SAROX BRAVO	Track 281^ to KL. intercept VBA 26 DME Arc. Crossing lead radial VBA R-147 turn RIGHT, intercept localizer.
ARRIVAL	

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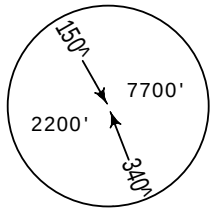
WMSA/SZB
SULTAN ABDUL AZIZ SHAH-SUBANG

JEPPESEN

9 MAY 14 (10-3)

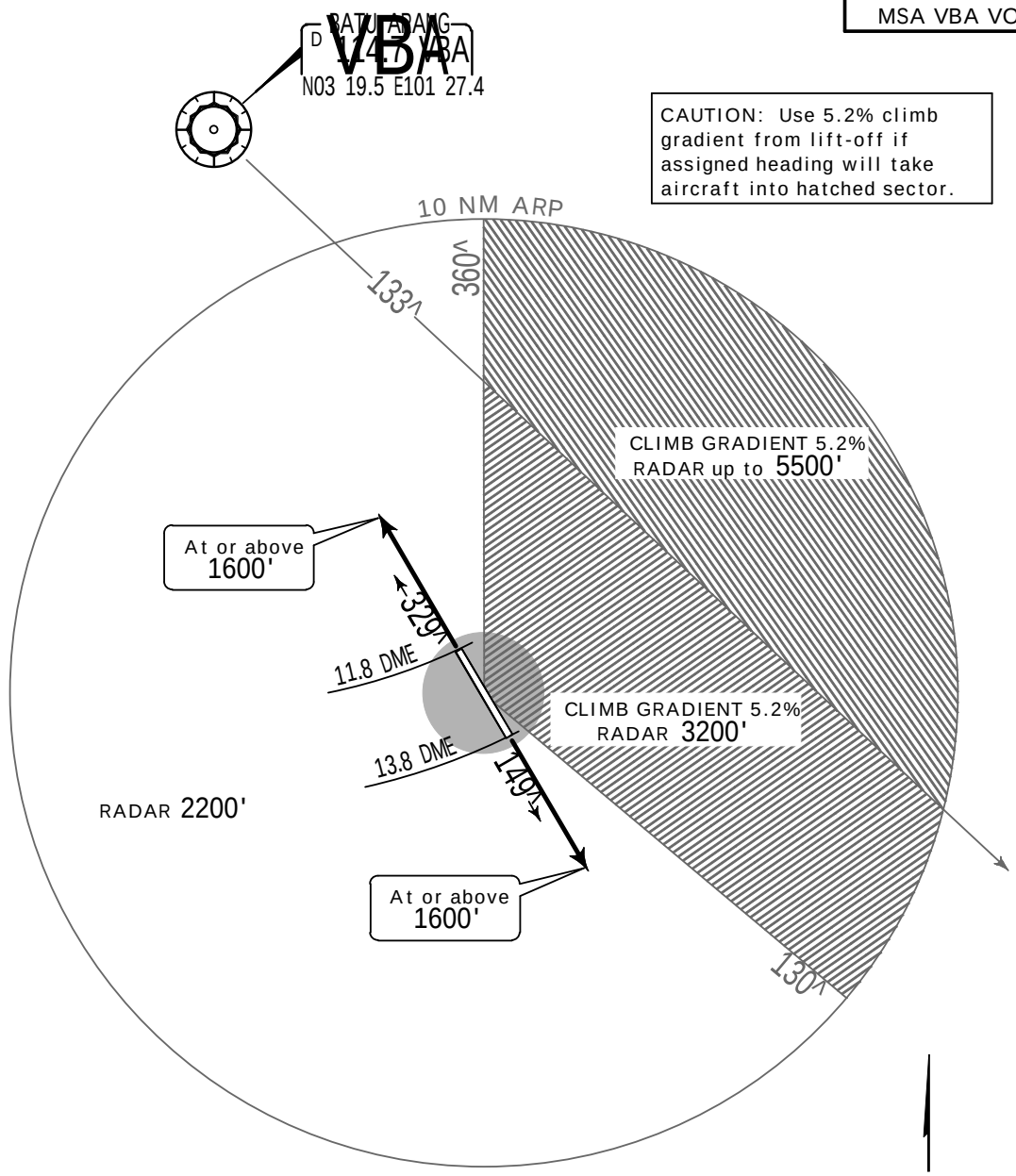
KUALA LUMPUR, MALAYSIA
STANDARD RADAR DEPARTURE .SRD.

Apt Elev	
90'	Trans level: FL130 Trans alt: 11000' Assigned heading (and level if applicable) will be issued with take-off clearance.



MSA VBA VOR

SUBANG RADAR ONE DEPARTURE



COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

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 ammended by ATC, if applicable).

LOST COMMS LOST COMMS

N

NOT TO SCALE

Gnd speed-KT	75	100	150	200	250	300
5.2% V/V (fpm)	395	527	790	1053	1317	1580

RWY	INITIAL CLIMB
15	Track 149^ until beyond departure end of runway (VBA 13.8 DME). At 1600' turn to assigned heading.
33	Track 329^ until beyond departure end of runway (VBA 11.8 DME). At 1600' turn to assigned heading.

ROUTING

Contact Approach when airborne and advise direction of turn and assigned heading, level

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WMSA/SZB
SULTAN ABDUL AZIZ SHAH-SUBANG

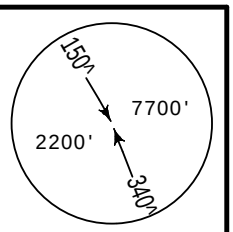
JEPPESEN

10-3A

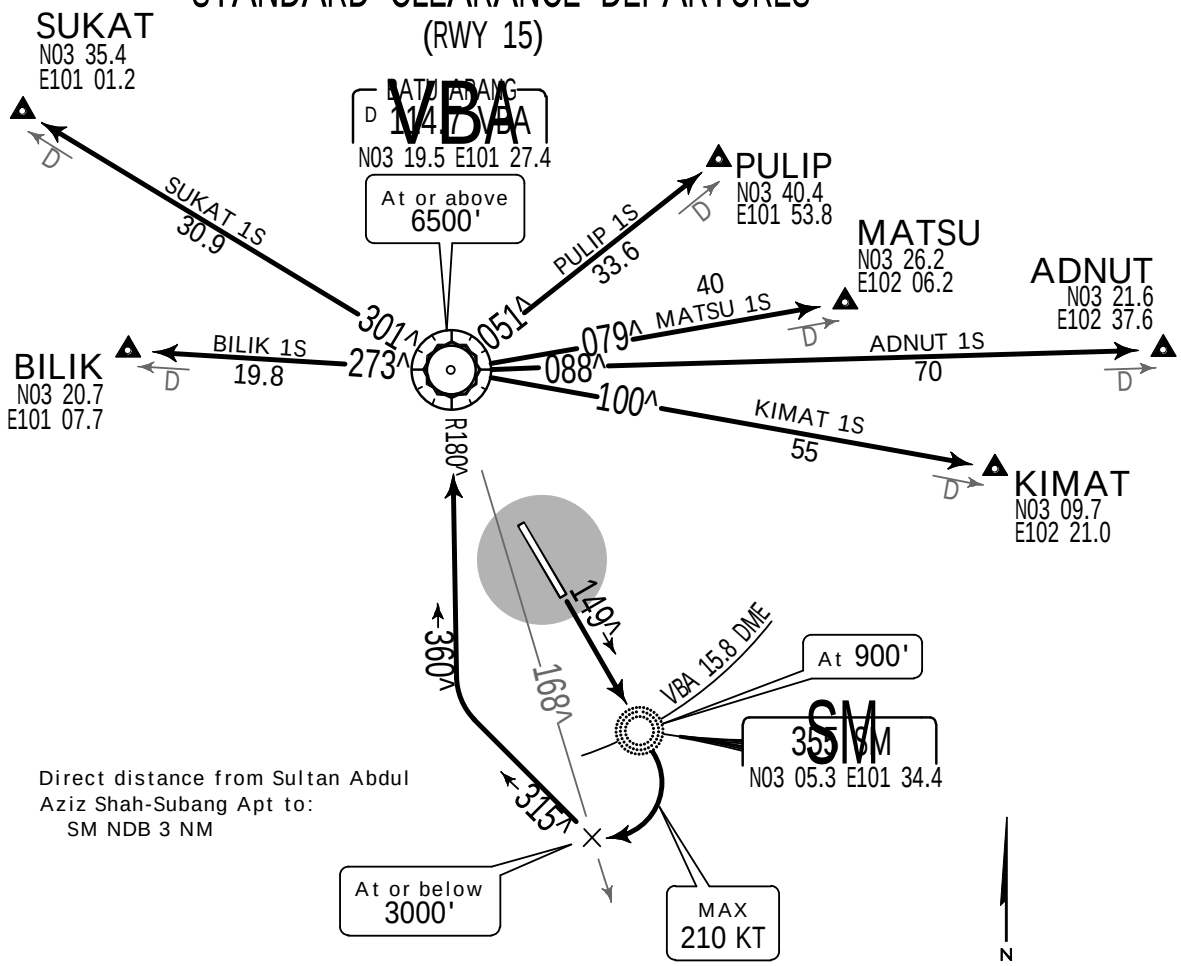
9 MAY 14

KUALA LUMPUR, MALAYSIA
.SID.

Apt Elev	Trans level: FL130 Trans alt: 11000'
90'	



ADNUT 1S [ADNU1S], BILIK 1S [BILI1S], KIMAT 1S [KIMA1S], MATSU 1S [MATS1S], PULIP 1S [PULI1S], SUKAT 1S [SUKA1S] STANDARD CLEARANCE DEPARTURES
(RWY 15)



These SIDs require a minimum climb gradient of 5.0% (302' per NM) until 4000' for ATC purposes.

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

INITIAL CLIMB

After take-off proceed on runway heading (track 149^). At 900', not before SM (VBA 15.8 DME) turn RIGHT (MAX 210 KT) then follow the assigned SID.

SID	ROUTING
ADNUT 1S	Proceed on track 315^ to intercept and follow VBA R-180 to VBA. Leave VBA on VBA R-088 to ADNUT.
BILIK 1S	Proceed on track 315^ to intercept and follow VBA R-180 to VBA. Leave VBA on VBA R-273 to BILIK.
KIMAT 1S	Proceed on track 315^ to intercept and follow VBA R-180 to VBA. Leave VBA on VBA R-100 to KIMAT.
MATSU 1S	Proceed on track 315^ to intercept and follow VBA R-180 to VBA. Leave VBA on VBA R-079 to MATSU.
PULIP 1S	Proceed on track 315^ to intercept and follow VBA R-180 to VBA. Leave VBA on VBA R-051 to PULIP.
SUKAT 1S	Proceed on track 315^ to intercept and follow VBA R-180 to VBA. Leave VBA on

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WMSA/SZB
SULTAN ABDUL AZIZ SHAH-SUBANG

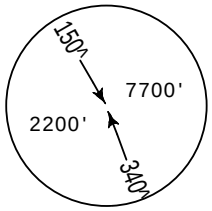
JEPPESEN

10-3B

9 MAY 14

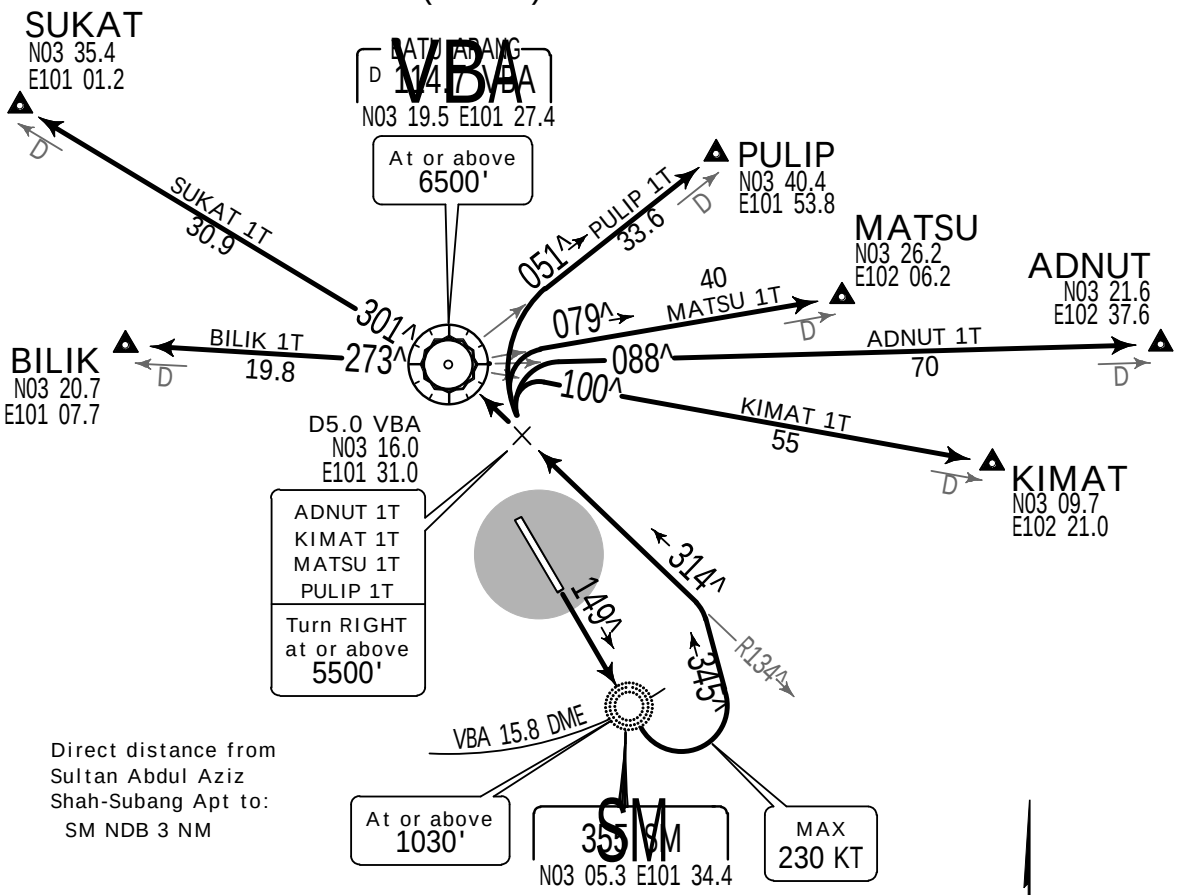
KUALA LUMPUR, MALAYSIA
.SID.

Apt Elev 90'	Trans level: FL130 Trans alt: 11000'



MSA VBA VOR

ADNUT 1T [ADNU1T], BILIK 1T [BILI1T], KIMAT 1T [KIMA1T], MATSU 1T [MATS1T], PULIP 1T [PULI1T], SUKAT 1T [SUKA1T] LEFT DEPARTURES
(RWY 15)



These SIDs require a minimum climb gradient of 8.0% (486' per NM) until 3000'.

Gnd speed-KT	75	100	150	200	250	300
8.0% V/V (fpm)	608	810	1215	1620	2025	2430

INITIAL CLIMB

After take-off proceed on runway heading (track 149^). At SM (VBA 15.8 DME) turn LEFT (MAX 230 KT) track 345^ to intercept and follow VBA R-134 (track 314^), then follow the assigned SID.

SID	ROUTING
ADNUT 1T	Follow VBA R-134 (track 314^). At D5 VBA turn RIGHT to join VBA R-088 (track 088^) to ADNUT.
BILIK 1T	Follow VBA R-134 (track 314^) inbound to VBA to leave VBA on VBA R-273 to BILIK.
KIMAT 1T	Follow VBA R-134 to VBA (track 314^). At D5 VBA turn RIGHT to join VBA R-100 (track 100^) to KIMAT.
MATSU 1T	Follow VBA R-134 (track 314^). At D5 VBA turn RIGHT to join VBA R-079 (track 079^) to MATSU.
PULIP 1T	Follow VBA R-134 (track 314^). At D5 VBA turn RIGHT to join VBA R-051 (track 051^) to PULIP.
SUKAT 1T	Follow VBA R-134 (track 314^) inbound to VBA to leave VBA on VBA R-301 to

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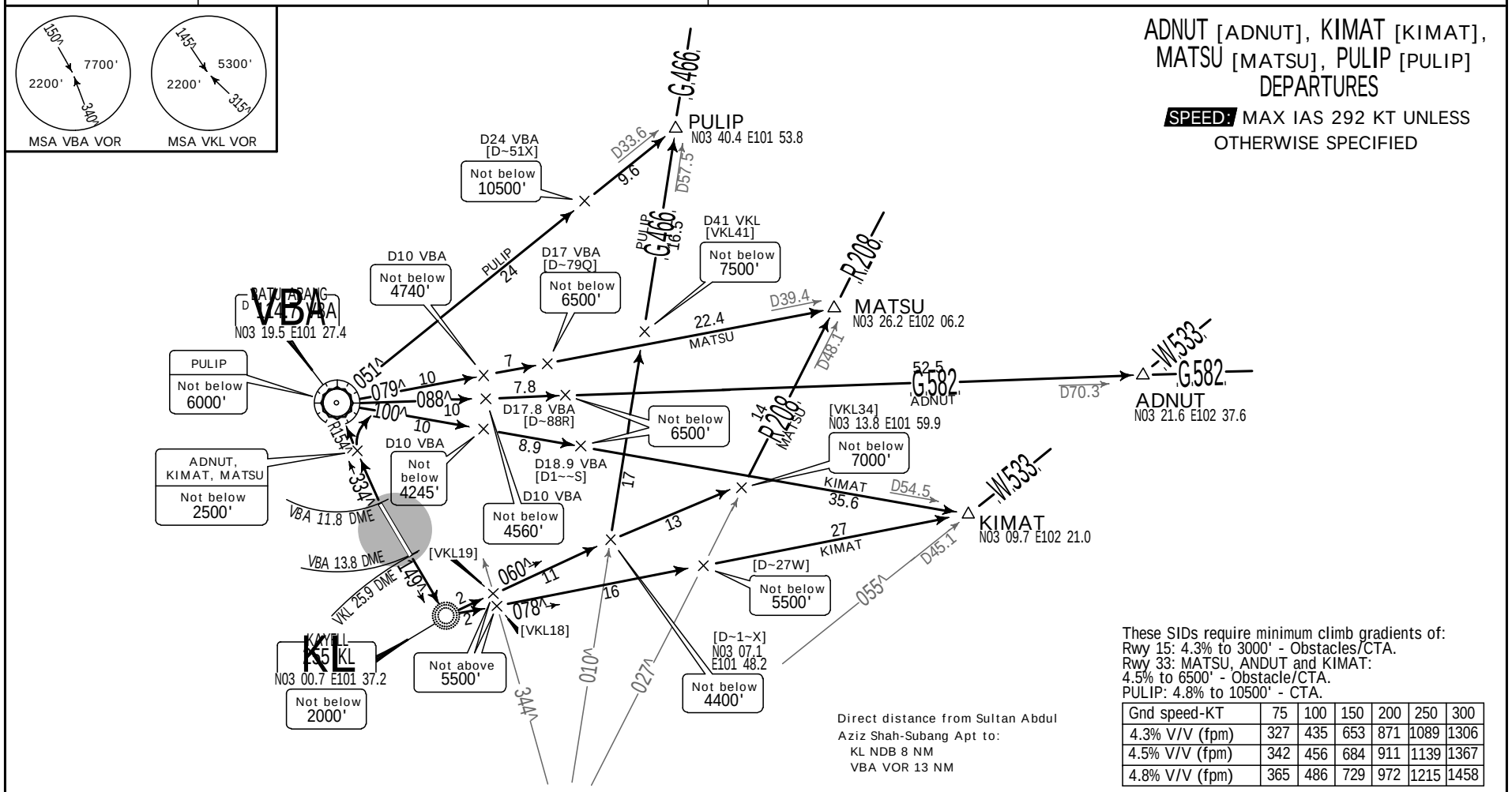
WMSA/SZB
SULTAN ABDUL AZIZ SHAH-SUBANG

JEPPESEN
9 MAY 14 (10-3C)

KUALA LUMPUR, MALAYSIA
.SID.

Apt Elev	Trans level: FL130 Trans alt: 11000'	Bank angle - 15^ achieved.
90'		



Direct distance from Sultan Abdul Aziz Shah-Subang Apt to:
KL NDB 8 NM
VBA VOR 13 NM

These SIDs require minimum climb gradients of:
Rwy 15: 4.3% to 3000' - Obstacles/CTA.
Rwy 33: MATSU, ANDUT and KIMAT:
4.5% to 6500' - Obstacle/CTA.
PULIP: 4.8% to 10500' - CTA.

Gnd speed-KT	75	100	150	200	250	300
4.3% V/V (fpm)	327	435	653	871	1089	1306
4.5% V/V (fpm)	342	456	684	911	1139	1367
4.8% V/V (fpm)	365	486	729	972	1215	1458

RWY	INITIAL CLIMB
15	Track 149^ to KL NDB. At KL NDB turn LEFT. MAINTAIN 5500' until crossing VKL R-344.
33	After departure end of runway intercept VBA R-154 inbound to VBA VOR. MAINTAIN 6000' until established on VBA VOR outbound.

SID	ROUTING
ANDUT	RWY 33: At 2500' turn RIGHT, intercept VBA R-088 outbound to ANDUT by D10 VBA EAST of VBA VOR.
KIMAT	RWY 15: Track 078^ from KL NDB. Intercept VKL R-055 outbound to KIMAT. RWY 33: At 2500' turn RIGHT, intercept VBA R-100 outbound to KIMAT by D10 VBA EAST of VBA VOR.
MATSU	RWY 15: Track 060^ from KL NDB. Intercept VKL R-027 outbound to MATSU. RWY 33: At 2500' turn RIGHT, intercept VBA R-079 outbound to MATSU by D10 VBA EAST of VBA VOR.
	ot VKL R-010 outbound to PULIP. tbound to PULIP.

CHANGES: New format.

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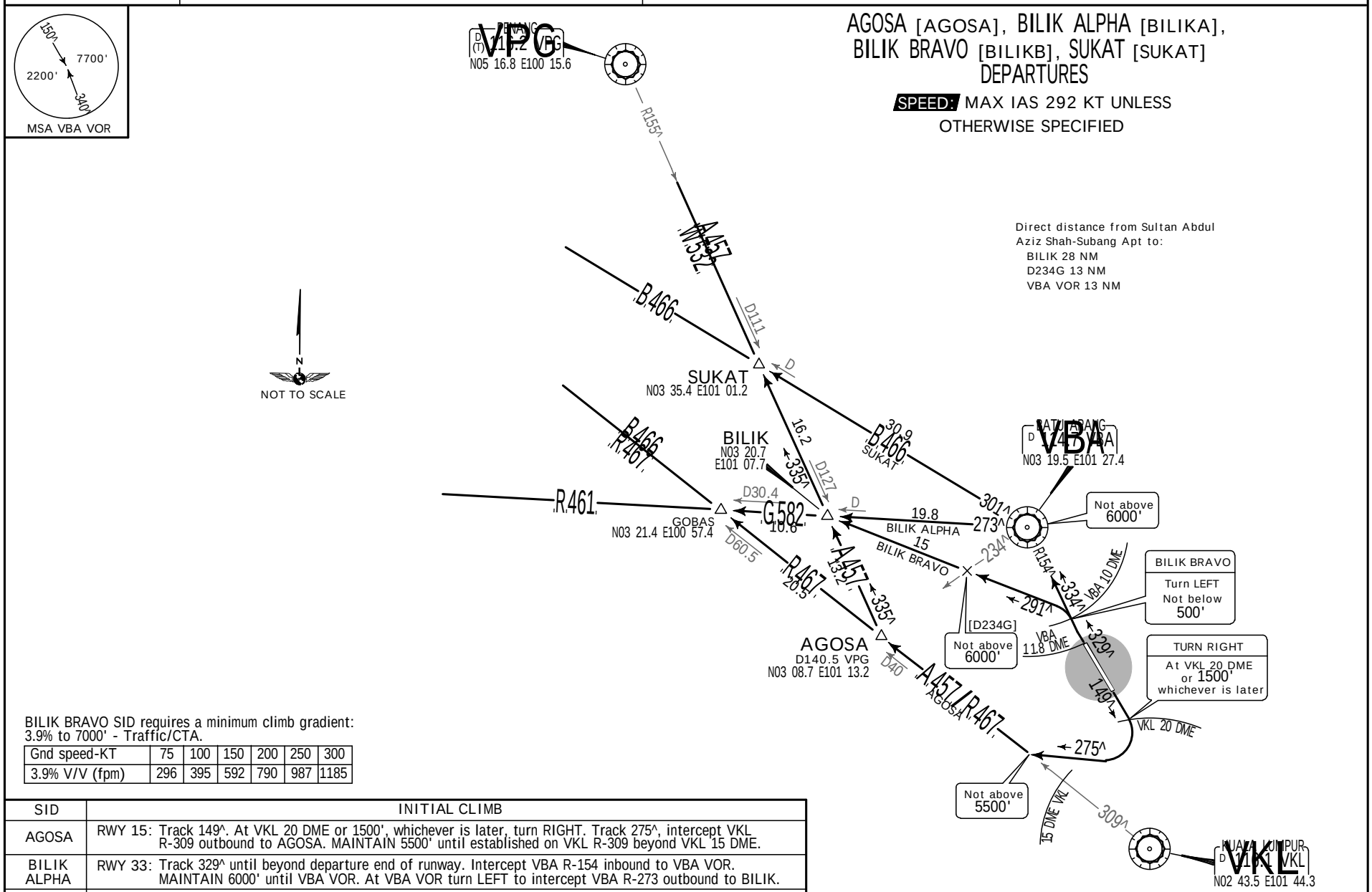
WMSA/SZB
SULTAN ABDUL AZIZ SHAH-SUBANG

JEPPESEN 10-3D 9 MAY 14

KUALA LUMPUR, MALAYSIA
.SID.

Apt Elev	Trans level: FL130 Trans alt: 11000'	Bank angle - 15^ achieved.
90'		



BILIK BRAVO SID requires a minimum climb gradient: 3.9% to 7000' - Traffic/CTA.

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185

SID	INITIAL CLIMB
AGOSA	RWY 15: Track 149^. At VKL 20 DME or 1500', whichever is later, turn RIGHT. Track 275^, intercept VKL R-309 outbound to AGOSA. MAINTAIN 5500' until established on VKL R-309 beyond VKL 15 DME.
BILIK ALPHA	RWY 33: Track 329^ until beyond departure end of runway. Intercept VBA R-154 inbound to VBA VOR. MAINTAIN 6000' until VBA VOR. At VBA VOR turn LEFT to intercept VBA R-273 outbound to BILIK.
BILIK BRAVO	RWY 33: Track 329^ until beyond departure end of runway. At VBA 10 DME not below 500' turn LEFT. Track 291^ to BILIK. MAINTAIN 6000' until crossing VBA R-234.

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JEPPESEN

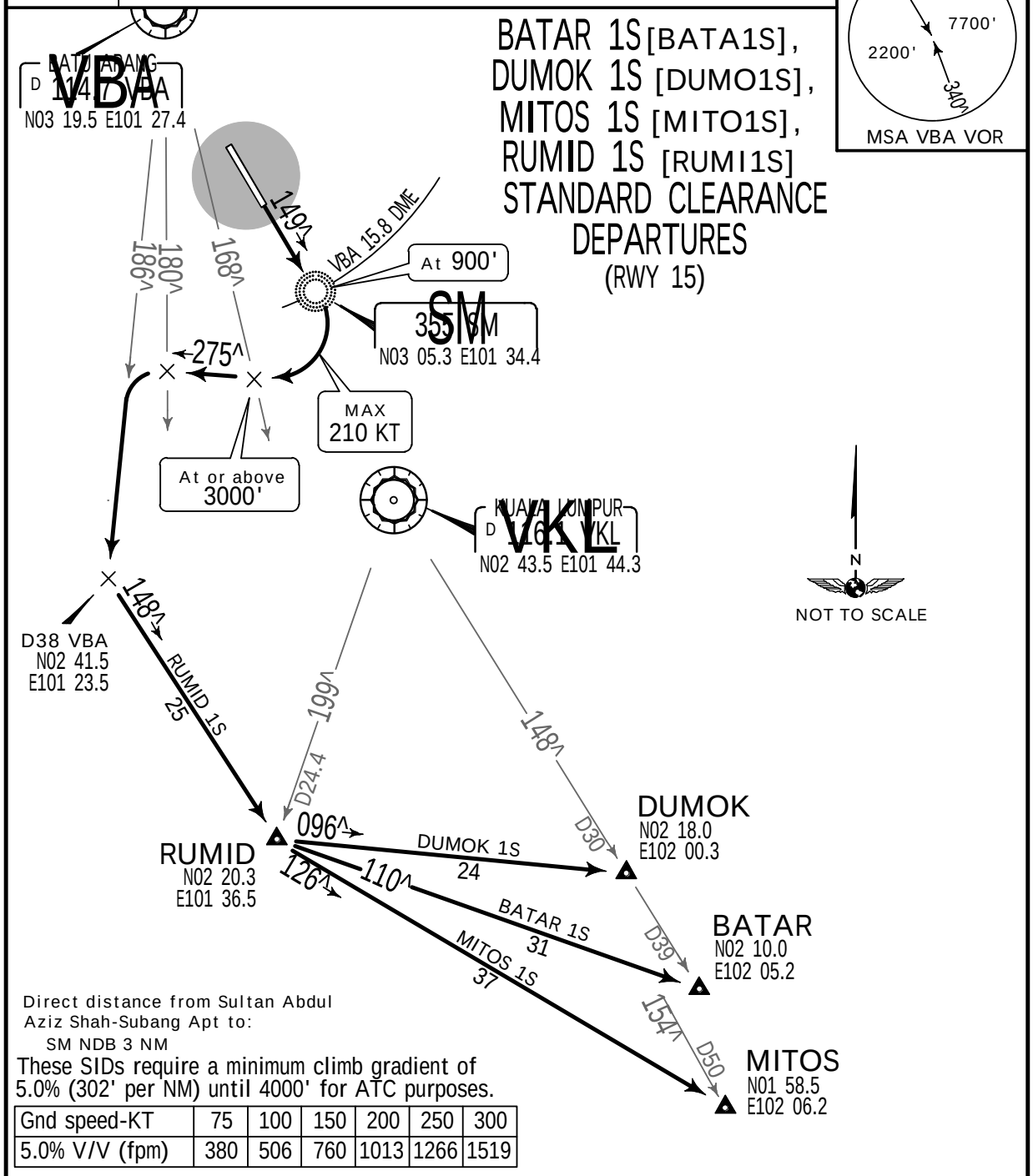
10-3E

9 MAY 14

KUALA LUMPUR, MALAYSIA
.SID.

Apt Elev 90'

Trans level: FL130 Trans alt: 11000'



Direct distance from Sultan Abdul Aziz Shah-Subang Apt to:
SM NDB 3 NM

These SIDs require a minimum climb gradient of 5.0% (302' per NM) until 4000' for ATC purposes.

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

INITIAL CLIMB

After take-off proceed on runway heading (track 149^). At 900', not before SM (VBA 15.8 DME) turn RIGHT (MAX 210 KT), then follow the assigned SID.

SID	ROUTING
BATAR 1S	Proceed on track 275^, crossing VBA R-180 turn LEFT to intercept and follow VBA R-186, at D38 VBA turn LEFT on track 148^ to RUMID. Leave RUMID on track 110^ to BATAR.
DUMOK 1S	Proceed on track 275^, crossing VBA R-180 turn LEFT to intercept and follow VBA R-186, at D38 VBA turn LEFT on track 148^ to RUMID. Leave RUMID on track 096^ to DUMOK.
MITOS 1S	Proceed on track 275^, crossing VBA R-180 turn LEFT to intercept and follow VBA R-186, at D38 VBA turn LEFT on track 148^ to RUMID. Leave RUMID on track 126^ to MITOS.
RUMID 1S	Proceed on track 275^, crossing VBA R-180 turn LEFT to intercept and follow

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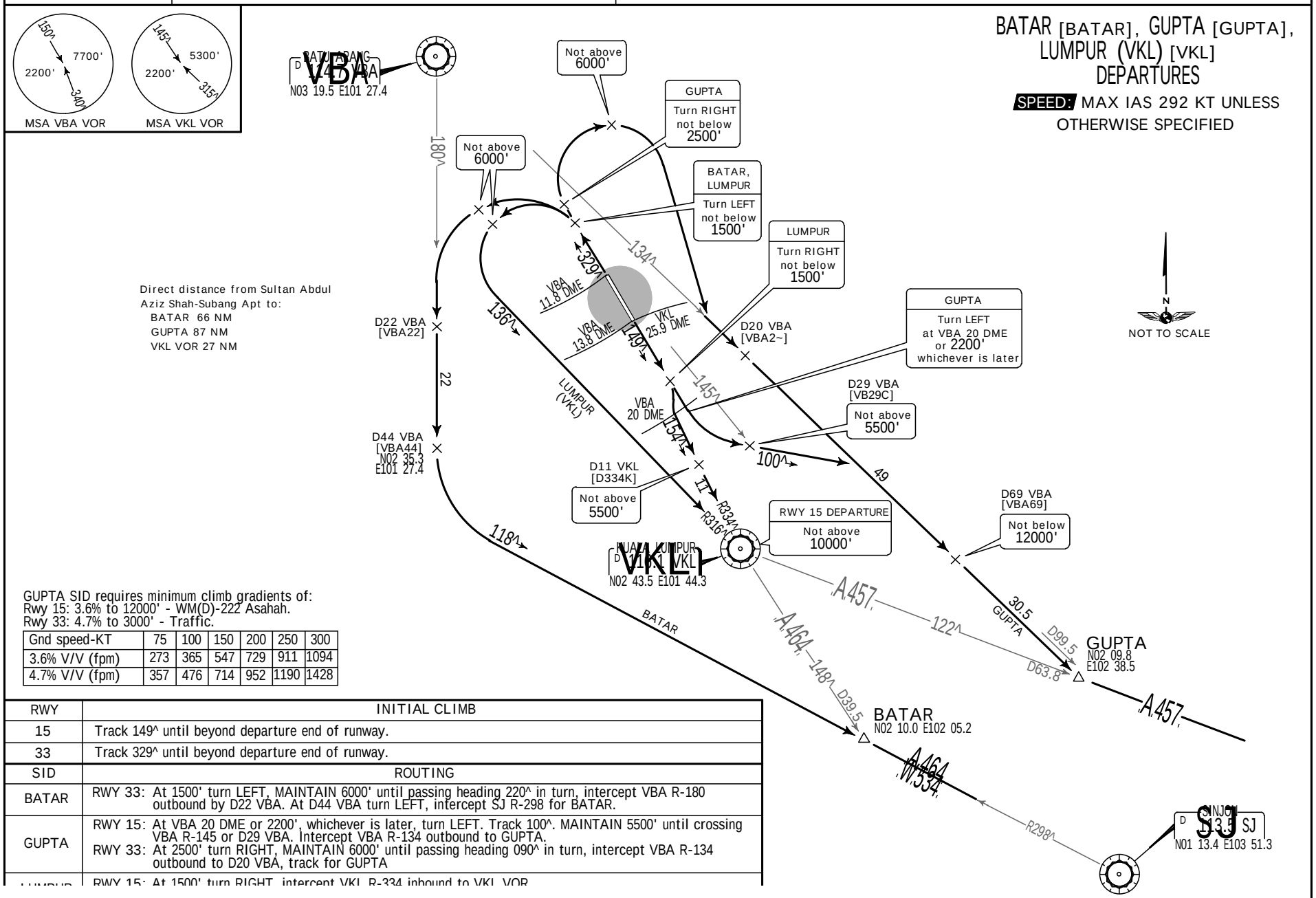
WMSA/SZB
SULTAN ABDUL AZIZ SHAH-SUBANG

JEPPESEN
9 MAY 14 (10-3F)

KUALA LUMPUR, MALAYSIA
.SID.

Apt Elev 90'	Trans level: FL130 Trans alt: 11000'	Bank angle - 15^ achieved.



BATAR [BATAR], GUPTA [GUPTA], LUMPUR (VKL) [VKL] DEPARTURES

SPEED: MAX IAS 292 KT UNLESS OTHERWISE SPECIFIED

GUPTA SID requires minimum climb gradients of:
Rwy 15: 3.6% to 12000' - WM(D)-222 Asahah.
Rwy 33: 4.7% to 3000' - Traffic.

Gnd speed-KT	75	100	150	200	250	300
3.6% V/V (fpm)	273	365	547	729	911	1094
4.7% V/V (fpm)	357	476	714	952	1190	1428

RWY	INITIAL CLIMB
15	Track 149^ until beyond departure end of runway.
33	Track 329^ until beyond departure end of runway.

SID	ROUTING
BATAR	RWY 33: At 1500' turn LEFT, MAINTAIN 6000' until passing heading 220^ in turn, intercept VBA R-180 outbound by D22 VBA. At D44 VBA turn LEFT, intercept SJ R-298 for BATAR.
GUPTA	RWY 15: At VBA 20 DME or 2200', whichever is later, turn LEFT. Track 100^. MAINTAIN 5500' until crossing VBA R-145 or D29 VBA. Intercept VBA R-134 outbound to GUPTA. RWY 33: At 2500' turn RIGHT, MAINTAIN 6000' until passing heading 090^ in turn, intercept VBA R-134 outbound to D20 VBA, track for GUPTA
LUMPUR	RWY 15: At 1500' turn RIGHT, intercept VKL R-334 inbound to VKL VOR.

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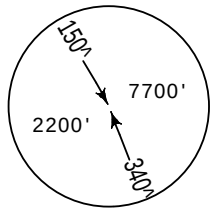
JEPPESEN

10-3G

9 MAY 14

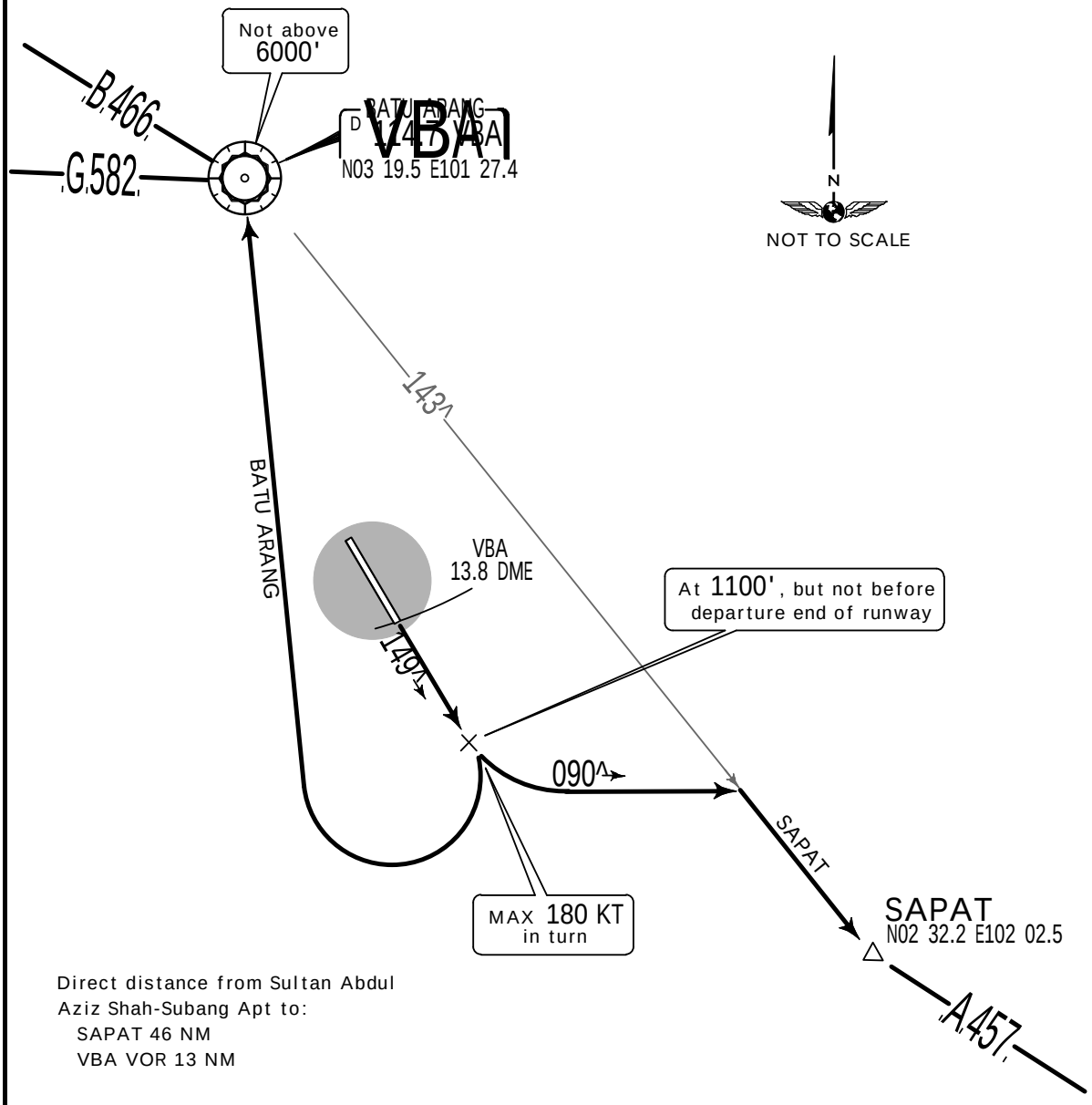
KUALA LUMPUR, MALAYSIA
.SID.

Apt Elev 90'	Trans level: FL130 Trans alt: 11000'



MSA VBA VOR

BATU ARANG [VBA], SAPAT [SAPAT] DEPARTURES
(RWY 15)



Direct distance from Sultan Abdul Aziz Shah-Subang Apt to:
SAPAT 46 NM
VBA VOR 13 NM

These SIDs require a minimum climb gradient of 3.9% to 1100' - Obstacles, KLIA traffic.

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V(fpm)	296	395	592	790	987	1185

INITIAL CLIMB

Track 149^. At 1100', but not before departure end of runway, turn LEFT or RIGHT as appropriate.

SID	ROUTING
BATU ARANG	Turn RIGHT, track direct to VBA VOR. MAINTAIN 6000' (further climb on ATC instruction).

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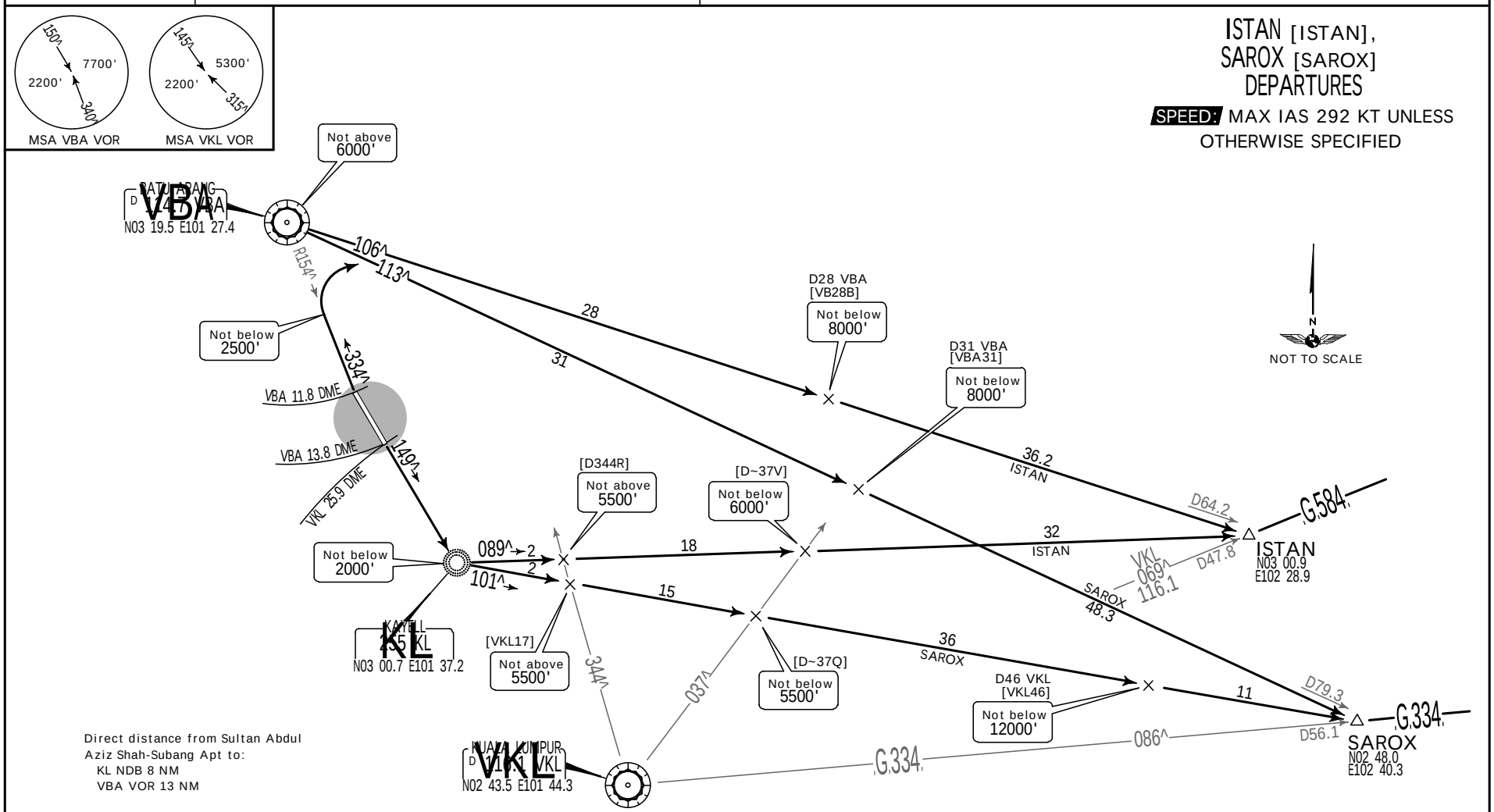
SULTAN ABDUL AZIZ SHAH-SUBANG

JEPPESEN 9 MAY 14 (10-3H)

KUALA LUMPUR, MALAYSIA
.SID.

Apt Elev	Trans level: FL130 Trans alt: 11000'	Bank angle - 15^ achieved.
90'		



RWY	INITIAL CLIMB
15	After departure end of runway track 149^ to KL NDB. At KL NDB turn LEFT. MAINTAIN 5500' until crossing VKL R-344.
33	After departure end of runway intercept VBA R-154 inbound to VBA VOR. At 2500' turn RIGHT. MAINTAIN 6000' until established on VBA VOR track outbound.
SID	**ROUTING**
ISTAN	RWY 15: Track 089^ from KL NDB to ISTAN. RWY 33: Intercept VBA R-106 outbound to ISTAN.

These SIDs require minimum climb gradients of:
Rwy 15: 4.3% to 3000' - Traffic.
Rwy 33: 4.5% to 5000' - Obstacles/Traffic.

Gnd speed-KT	75	100	150	200	250	300
4.3% V/V (fpm)	327	435	653	871	1089	1306
4.5% V/V (fpm)	342	456	684	911	1139	1367

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CHANGES: New format, chart reindexed.

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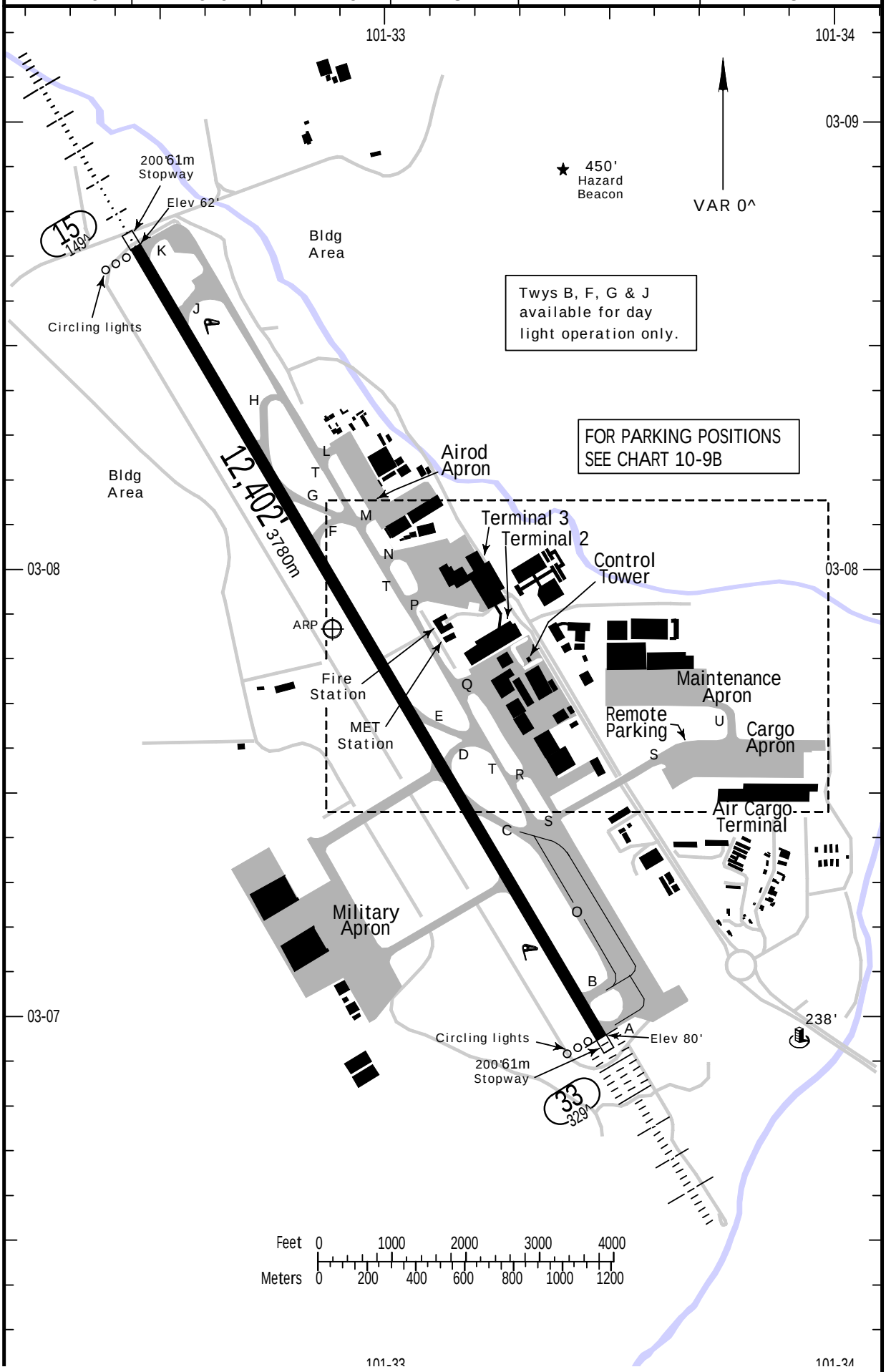
WMSA/SZB KUALA LUMPUR, MALAYSIA

Apt Elev 89'
N03 07.9 E101 32.9

JEPPESEN 6 JUN 14 (10-9)

SULTAN ABDUL AZIZ SHAH-SUBANG

*ATIS	LUMPUR Delivery	SUBANG Ground	Tower	LUMPUR Approach (DEP)	LUMPUR DIRECTOR (R)
127.6	126.0	121.9	118.2	124.2	125.1



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GENERAL

Two way radio required.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
15	HIRL HIALS PAPI (angle 3.0^)		11358' 3462m		148' 45m
33	HIRL HIALS PAPI-L (angle 3.0^)		11208' 3416m		

TAKE-OFF

	AIR CARRIER (JAA)		AIR CARRIER (FAR 121)	
	LVP must be in Force All Rwys RCLM (Day only) or RL	All Rwys RCLM (Day only) or RL	All Rwys Adequate Vis Ref	
A	RVR 250m	RVR 400m	2 Eng	RVR 500m VIS 400m
B				
C			3 & 4 Eng	
D	RVR 300m			

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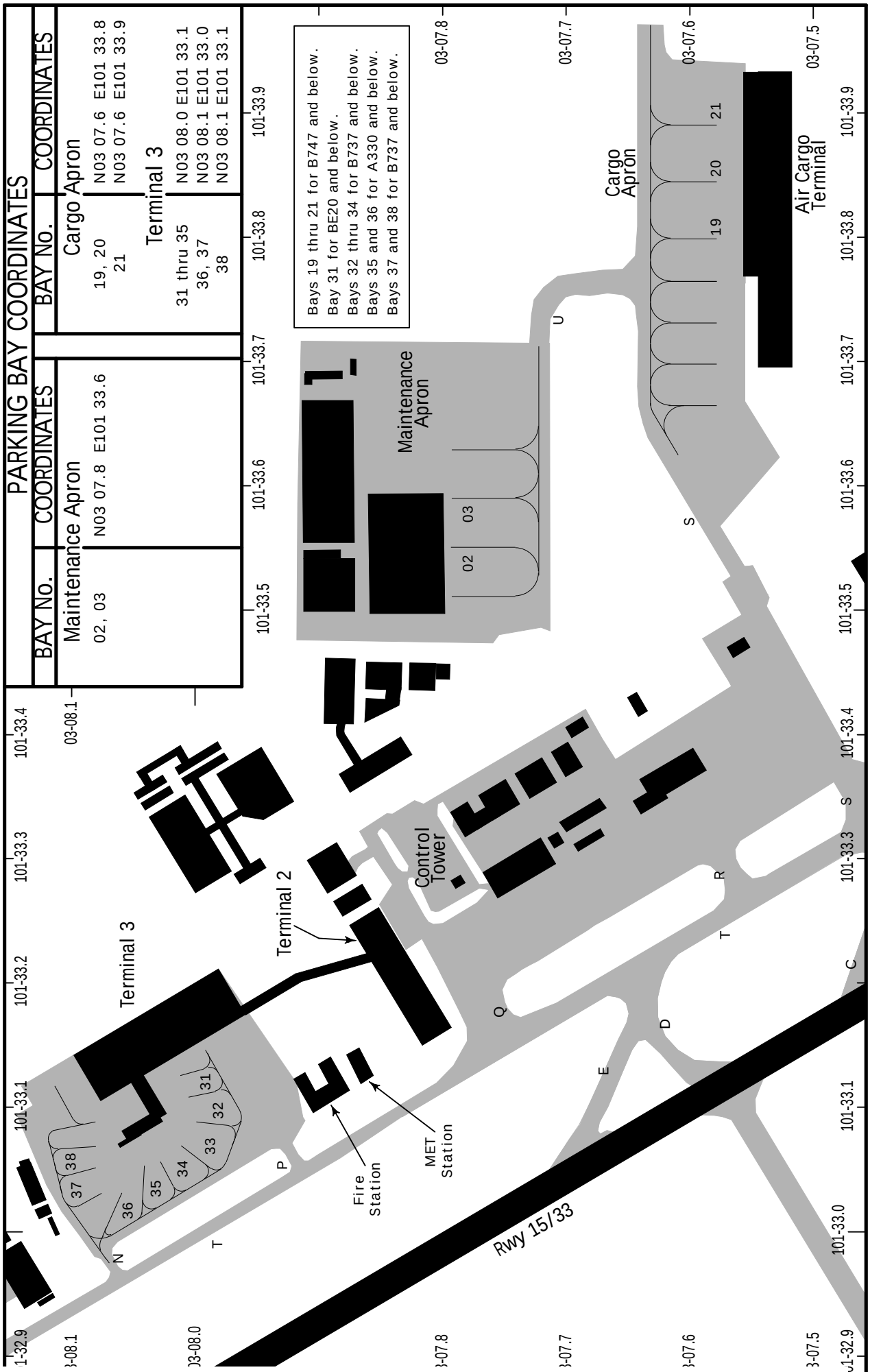
WMSA/SZB

JEPPESEN

29 MAR 13 (10-9B)

KUALA LUMPUR, MALAYSIA

SULTAN ABDUL AZIZ SHAH-SUBANG



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VISUAL DOCKING GUIDANCE SYSTEMS

FMT AIRCRAFT PARKING SYSTEM - STAND 1

A new visual docking guidance system, FMT Aircraft Parking System, is installed in conjunction with the glass aerobridge operating on Parking Bay 1. The system is designed to enable pilots to taxi onto the aircraft stand without the assistance of a marshaller.

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

a. Follow the taxi-in line and watch the centerline beacon.

b. Check that the correct aircraft type is flashing, and if appropriate, that the door number is shown. The gate number may be displayed instead.

c. Approximately 32 meters before STOP, the gate number will disappear.

d. About 21 meters before STOP, the aircraft type display goes steady and the door number disappears.

e. Follow the azimuth guidance display. The black arrow heads indicate which direction to steer for the centerline. When the aircraft is properly aligned in azimuth, the black vertical bar will be displayed.

f. The full closing rate 'thermometer' bar indicates at least 16 meters to STOP.

g. When the aircraft reaches 16 meters to STOP, the 'thermometer' bar lights begin to move from bottom to top. If the aircraft's forward speed is too high, the top display may indicate SLOW DOWN.

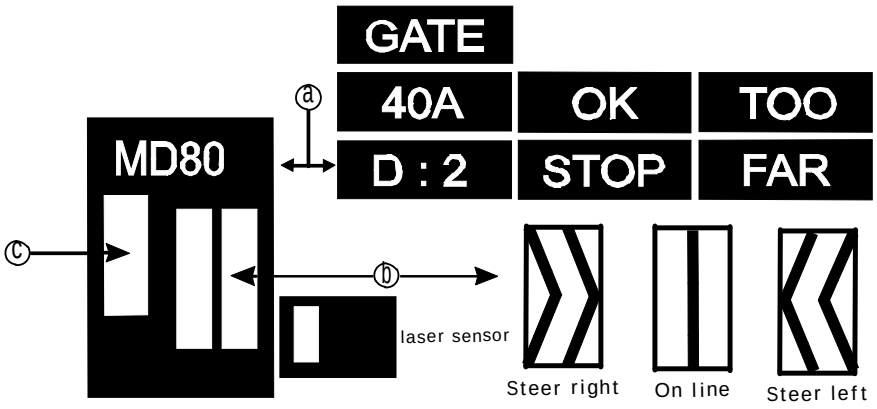
h. When the STOP position is reached, all the closing rate 'thermometer' bar lights extinguish and the display indicates STOP. If the aircraft is parked correctly, the display also indicates OK.

i. If the aircraft overshoots the limit for correct parking, the display indicates TOO FAR.

j. The entire display automatically shuts down after some seconds. The system is also capable of displaying ONBLOCK followed by TIME.

Note: When the last row of lights of the closing rate 'thermometer' is extinguished and the word STOP is displayed, the aircraft should be at a standstill.

FMT Diagram



a) Display: GATE number, ACFT type, DOOR number, SLOW DOWN, STOP, OK or TOO/FAR.

b) Centerline Beacon: Steering guidance.

c) Closing Rate Information: Full closing rate thermometer indicates at least

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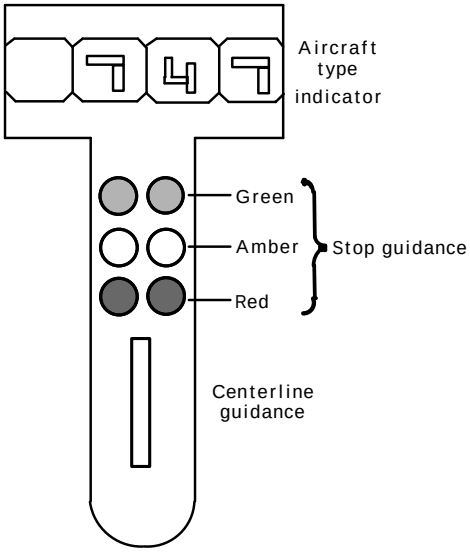
RLG AUTOMATED GUIDE-IN SYSTEM - STANDS 2 THRU 14

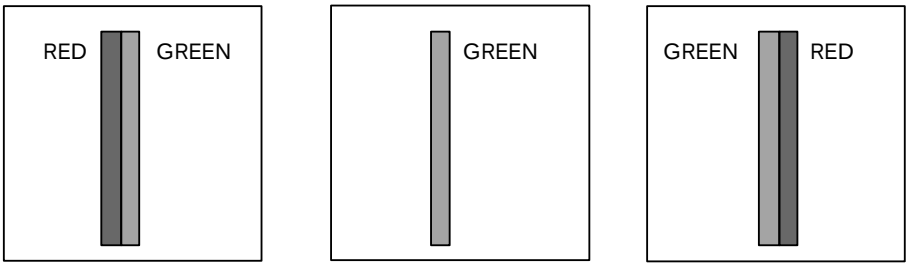
The RLG Automated Guide-in System is designed to enable pilots to taxi onto the aircraft stand without the assistance of a marshaller.

The system consists of a dual display unit attached to the terminal building. The upper housing indicates aircraft type, and the lower housing provides centerline and stopping guidance, as follows:

a. The upper housing of the display contains digital aircraft type indicators.



b. The centerline guidance system utilizes three vertical neon tubes; a green neon tube flanked by two red neon tubes. The green tube is encased in baffles 46 cm deep, while the red tubes are situated behind flanges so as not to be visible when viewed head-on. When taxiing onto the stand,

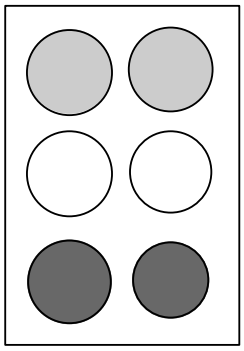


Aircraft left of centerline - steer towards GREEN

Aircraft on centerline

Aircraft right of centerline - steer towards GREEN

c. Situated above the three neon tubes are three pairs of incandescent lamps which provide stopping guidance. The top pair are green, the center pair are amber, and the bottom pair are red. Each pair of lamps are illuminated in sequence, indicating the following:



GREEN - Ramp clear

AMBER - 4.5 meters to STOP

RED - STOP

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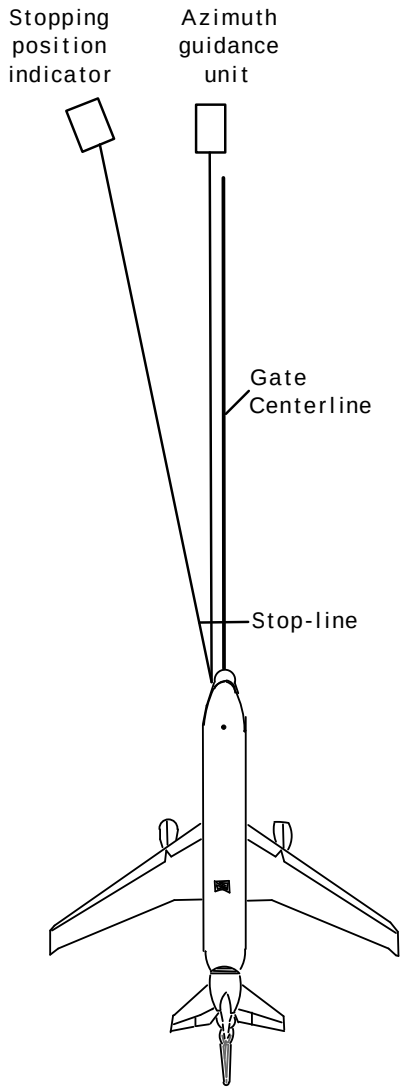
AIRPARK SYSTEM - STANDS 30-40

The system is based on an azimuth guidance unit located in the extension of the gate centerline, in front of the cockpit. Stopping guidance is provided by a stopping position indicator located left of the azimuth guidance unit.

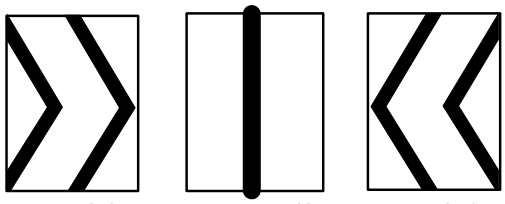
a. The azimuth guidance unit shows a single vertical line when the aircraft is on centerline.

   If the aircraft strays off centerline, the unit shows an arrow pattern indicating the direction to turn.

b. Proceed forward until stopping position indicator shows a single vertical line.

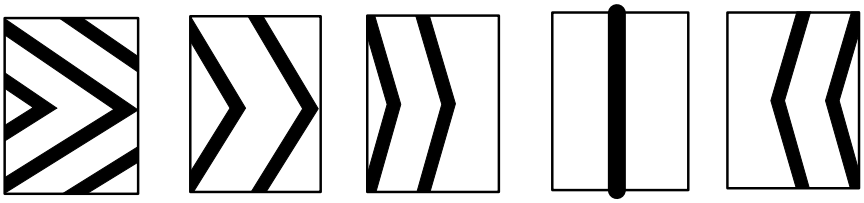


Azimuth guidance unit



Turn right | On centerline | Turn left

Stopping position indicator



Proceed | Slow down | Close to stop | Stop | Too far

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WMSA/SZB

SULTAN ABDUL AZIZ SHAH-SUBANG

JEPPESEN 6 JUN 14 (11-1)

KUALA LUMPUR, MALAYSIA

ILS or LOC Rwy 15

BRIEFING STRIP ™

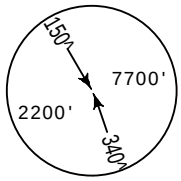
*ATIS	LUMPUR Approach			SUBANG Tower	Ground
127.6	124.2	118.65	119.45	118.2	121.9

LOC ISB	Final Apch Crs	GS FAP	ILS DA(H) Refer to Minimums	Apt Elev 90'	
110.3	149^	2500' (2430')		Rwy 15	70'

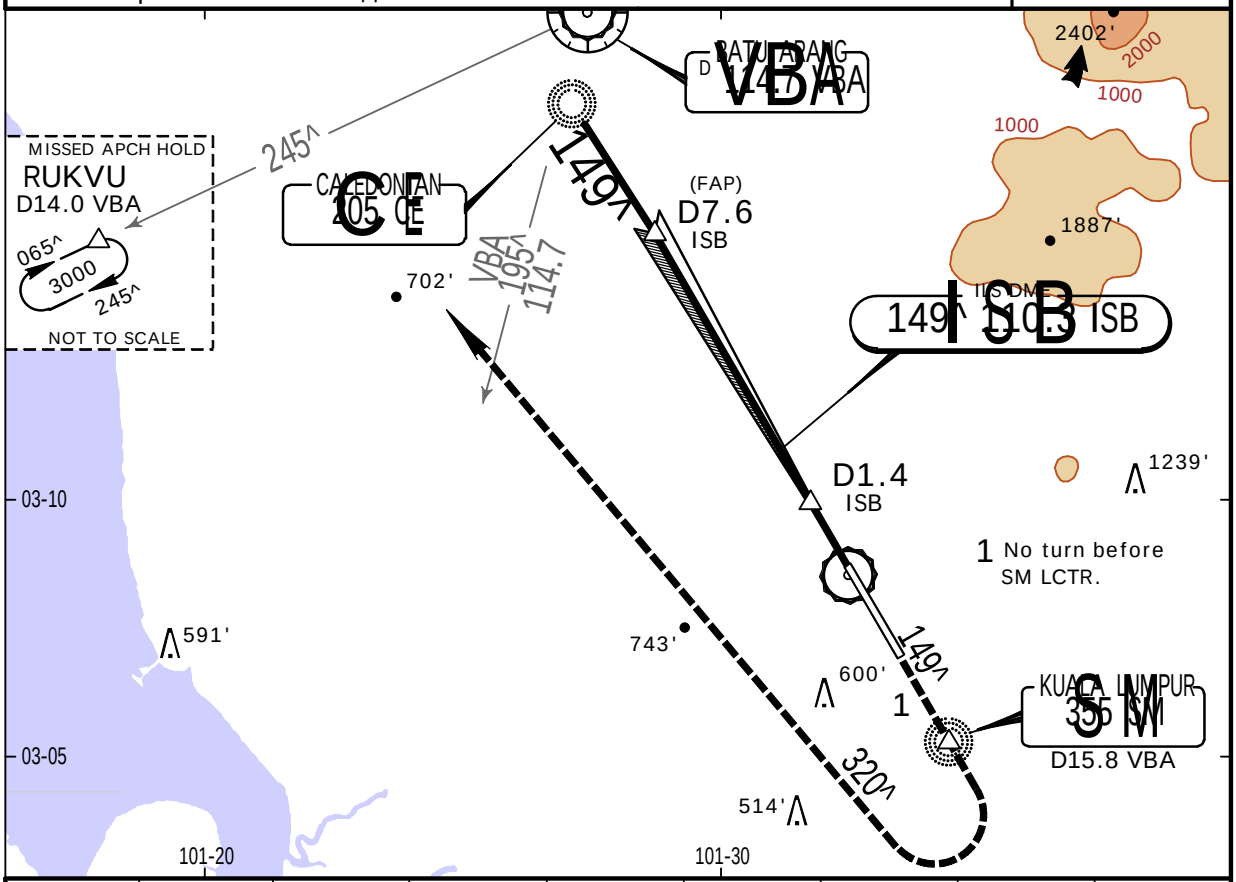
MISSED APCH: Proceed on track 149^ climbing initially to 2000'. Passing 1000', not before SM LCTR (D15.8 VBA), turn right (IAS MAX 210 KT) on 320^. Crossing R-195 VBA continue climb to 3000'; reaching 3000' turn left bound to RUKVU holding pattern.

Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 130 Trans alt: 11000'

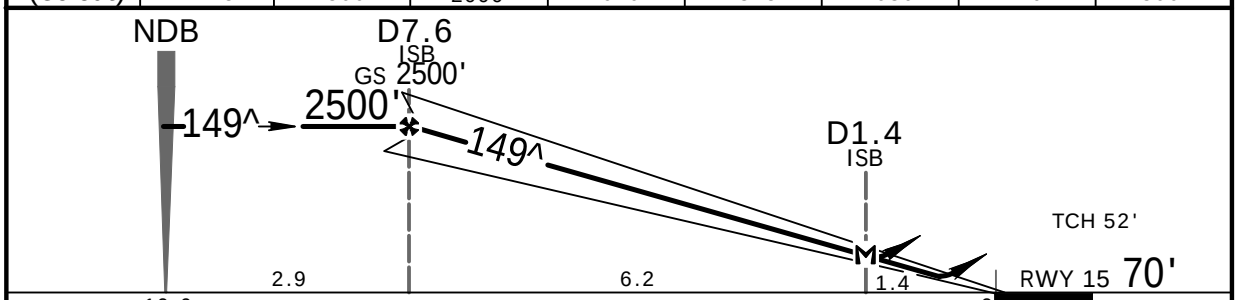
1. DME required. 2. Missed approach Max IAS 210 KT.



MSA VBA VOR



LOC (GS out)	ISB DME	7.6	6.0	5.0	4.0	3.0	2.0	1.4
	ALTITUDE	2500'	2000'	1670'	1345'	1030'	710'	500'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or 3.00^	372	478	531	637	743	849
LOC Descent Gradient 5.2%						
MAP at D1.4						

HIALS PAPI PAPI 1000' on 149^ RT

STRAIGHT-IN LANDING RWY 15

ILS DA(H) A: 270' (200') B: 276' (206') C: 284' (214') D: 295' (225')

LOC (GS out) MDA(H) 500' (430')

	FULL	ALS out		ALS out
A	RVR 800m	RVR 1200m	RVR1800m	RVR 2600m
B				
C				

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	800' (710') - 2600m
135	1050' (960') - 2600m
180	1240' (1150') - 4800m

m

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WMSA/SZB KUALA LUMPUR, MALAYSIA

SULTAN ABDUL AZIZ SHAH-SUBANG

JEPPESEN 6 JUN 14 (11-2)

ILS Rwy 33

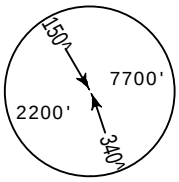
BRIEFING STRIP ™

*ATIS	LUMPUR Approach	SUBANG Tower	Ground
127.6	124.2 [DIRECTOR (R) 125.1]	118.2	121.9

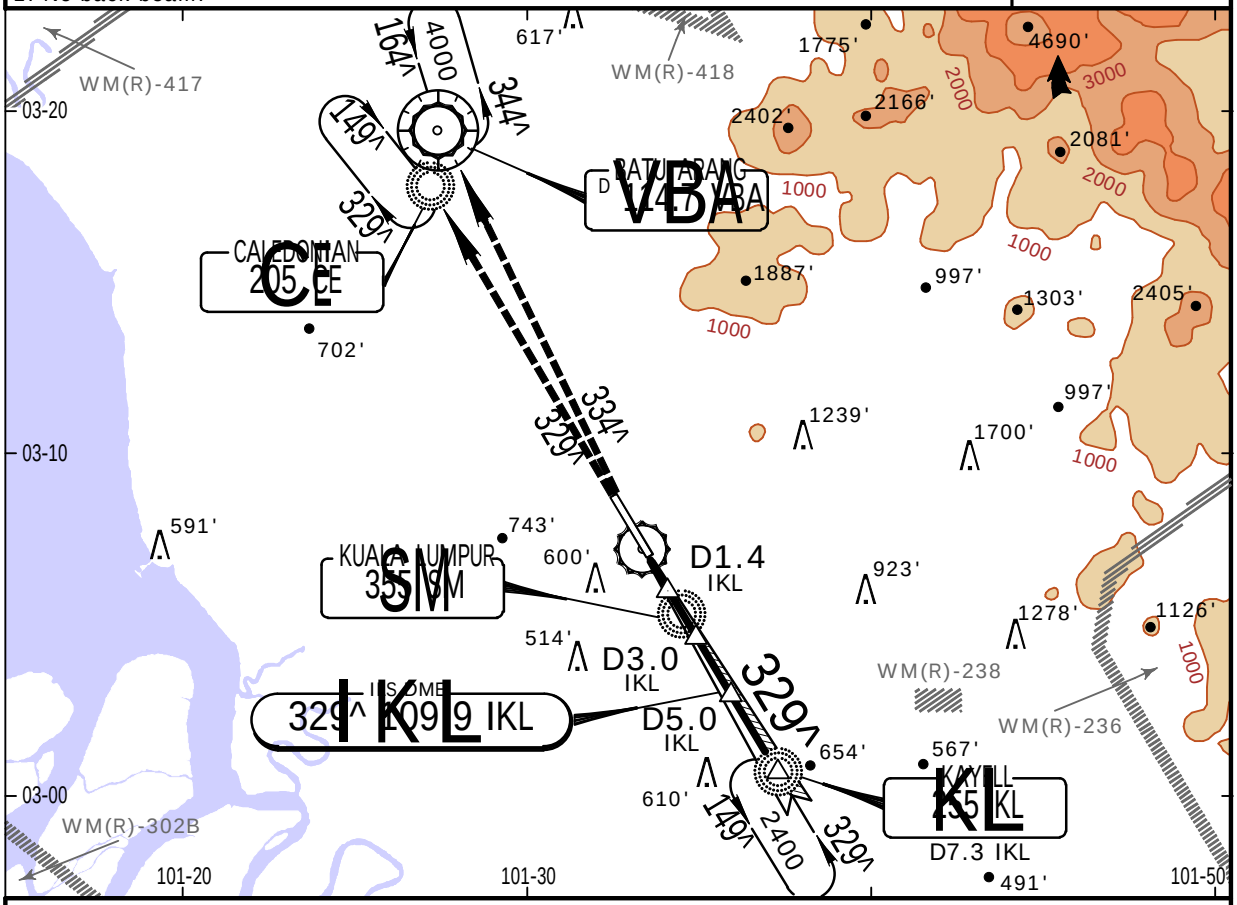
LOC IKL	Final Apch Crs	GS SM NDB	ILS DA(H)	Apt Elev 90'
109.9	329^	757' (667')	Refer to Minimums	Rwy 33 90'

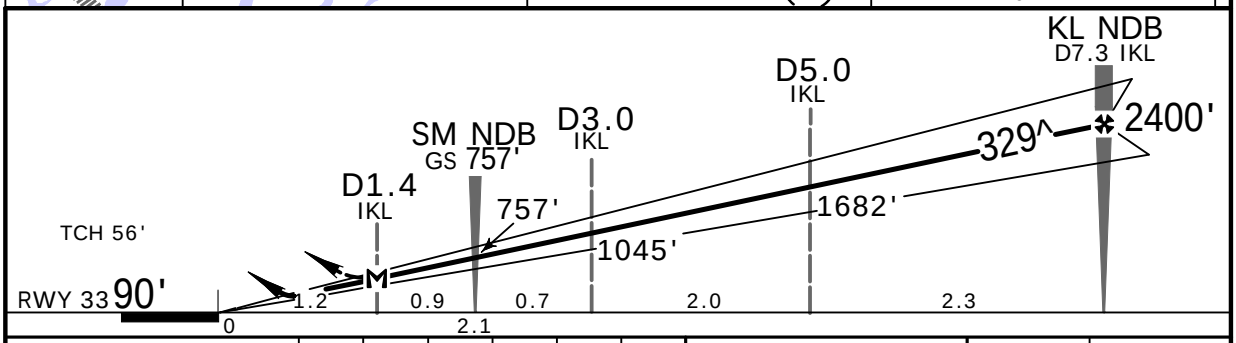
MISSED APCH: Climb on 329^ to CE NDB and hold at 3300', or climb on 334^ to VBA VOR and hold at 4000', or as directed by ATC.

Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 130 Trans alt: 11000'
1. No back beam.



MSA VBA VOR





Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00^	377	484	538	646	753	861
LOC Descent Gradient 5.4%		383	492	547	656	766	875

With DME MAP at D1.4 IKL, Without DME MAP at MDA(H)

PAPI HIALS

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY33

ILS DA(H) A,B: 290' (200') C: 295' (205') D: 300' (210')

LOC (GS out) MDA(H) 450' (360')

	ILS FULL	ILS ALS out	LOC (GS out)	LOC (GS out) ALS out
A	RVR 800m	RVR 1200m	RVR1500m	RVR 2300m
B				
C				
D			RVR1600m	

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	950' (860')-2300m
135	
180	1700' (1610')-4800m
205	1700' (1610')-4800m

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CHANGES: Minimums.

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WMSA/SZB KUALA LUMPUR, MALAYSIA

SULTAN ABDUL AZIZ SHAH-SUBANG

29 OCT 10 (13-1)

VOR Rwy 15

BRIEFING STRIP ™

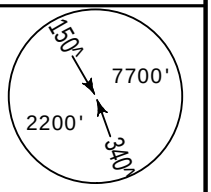
* ATIS	LUMPUR Approach		SUBANG Tower	Ground
127.6	124.2	[DIRECTOR (R) 125.1]	118.2	121.9

VOR VBA	Final Apch Crs	Minimum Alt VOR	MDA(H)	Apt Elev 90'
114.7	149^	4000' (3930')	500' (430')	Rwy 15 70'

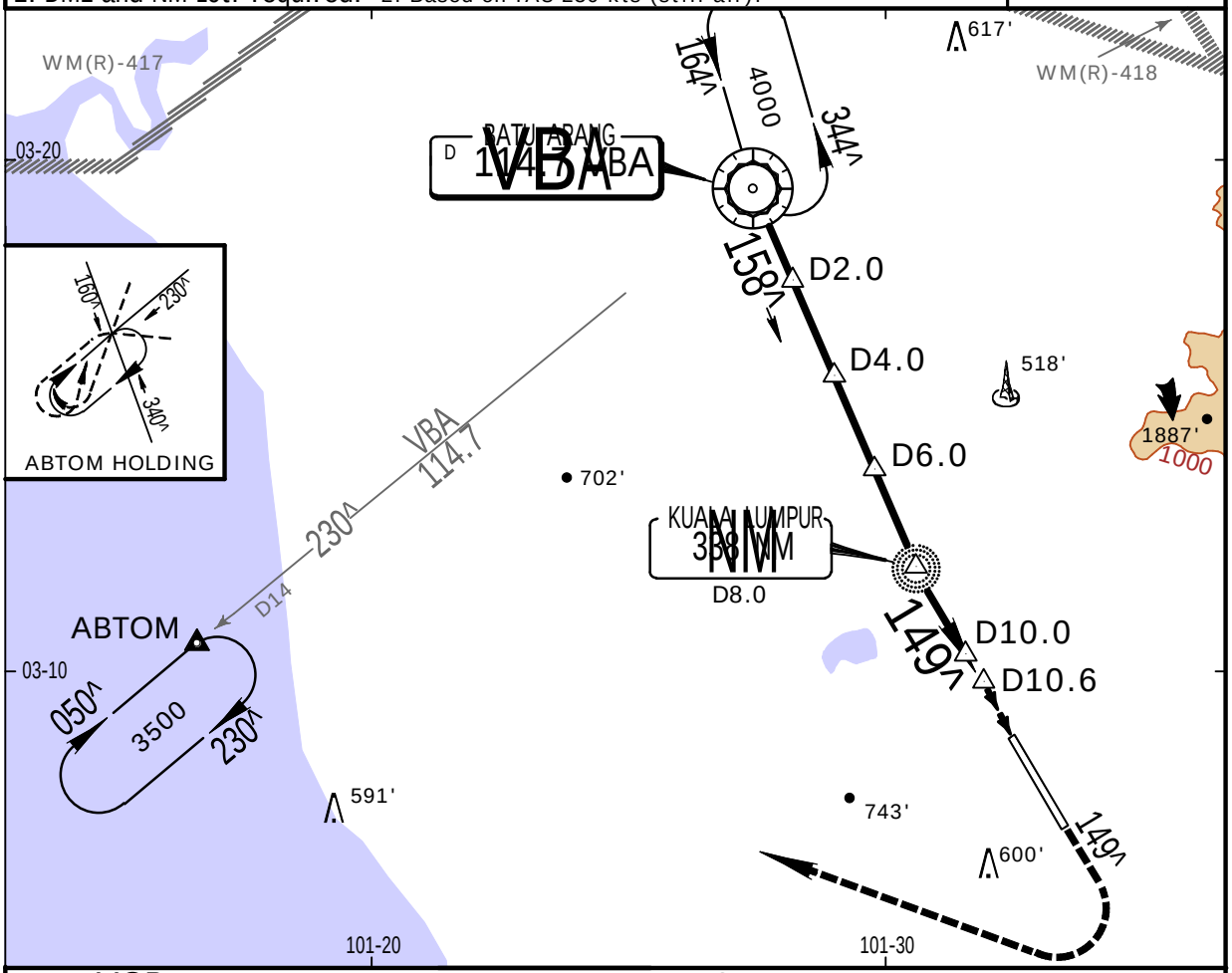
MISSED APCH: Climb on 149^ and on passing 1100' turn RIGHT, climb to 4000' to ABTOM and hold, or as directed by ATC.

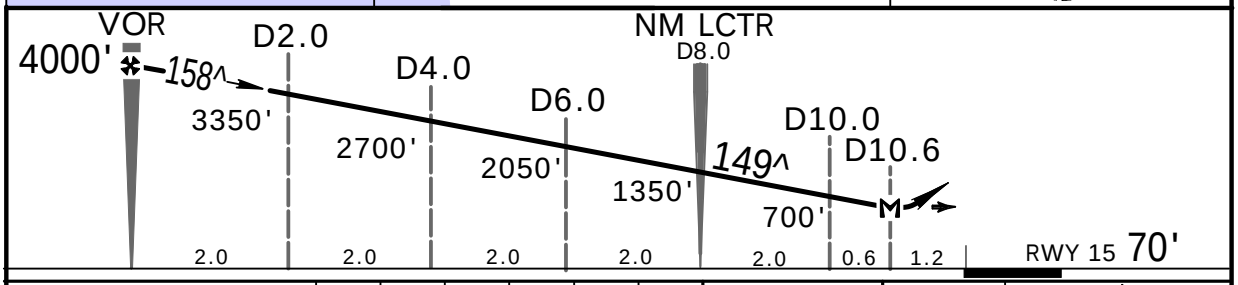
Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 130 Trans alt: 11000'

1. DME and NM Lctr required. 2. Based on IAS 230 kts (still air).



MSA VBA VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent Gradient	5.4%	383	492	547	656	766	875
MAP at D10.6							

HIALS PAPI PAPI 1100' on 149^

STRAIGHT-IN LANDING RWY 15

MDA(H) 500' (430')

	ALS out	
A	1400m	2200m
B		
C		
D	1600m	2400m

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	950' (860') -2200m
135	
180	1700' (1610') -4800m
205	

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WMSA/SZB KUALA LUMPUR, MALAYSIA

SULTAN ABDUL AZIZ SHAH-SUBANG

6 JUN 14 (16-1)

NDB Rwy 15

BRIEFING STRIP ™

*ATIS	LUMPUR Approach			SUBANG Tower	Ground
127.6	124.2	118.65	119.45	118.2	121.9

NDB CE	Final Apch Crs	Minimum Alt D10.0 ISB	MDA(H)	Apt Elev 90'
205	149^	3300'(3230')	500'(430')	Rwy 15 70'

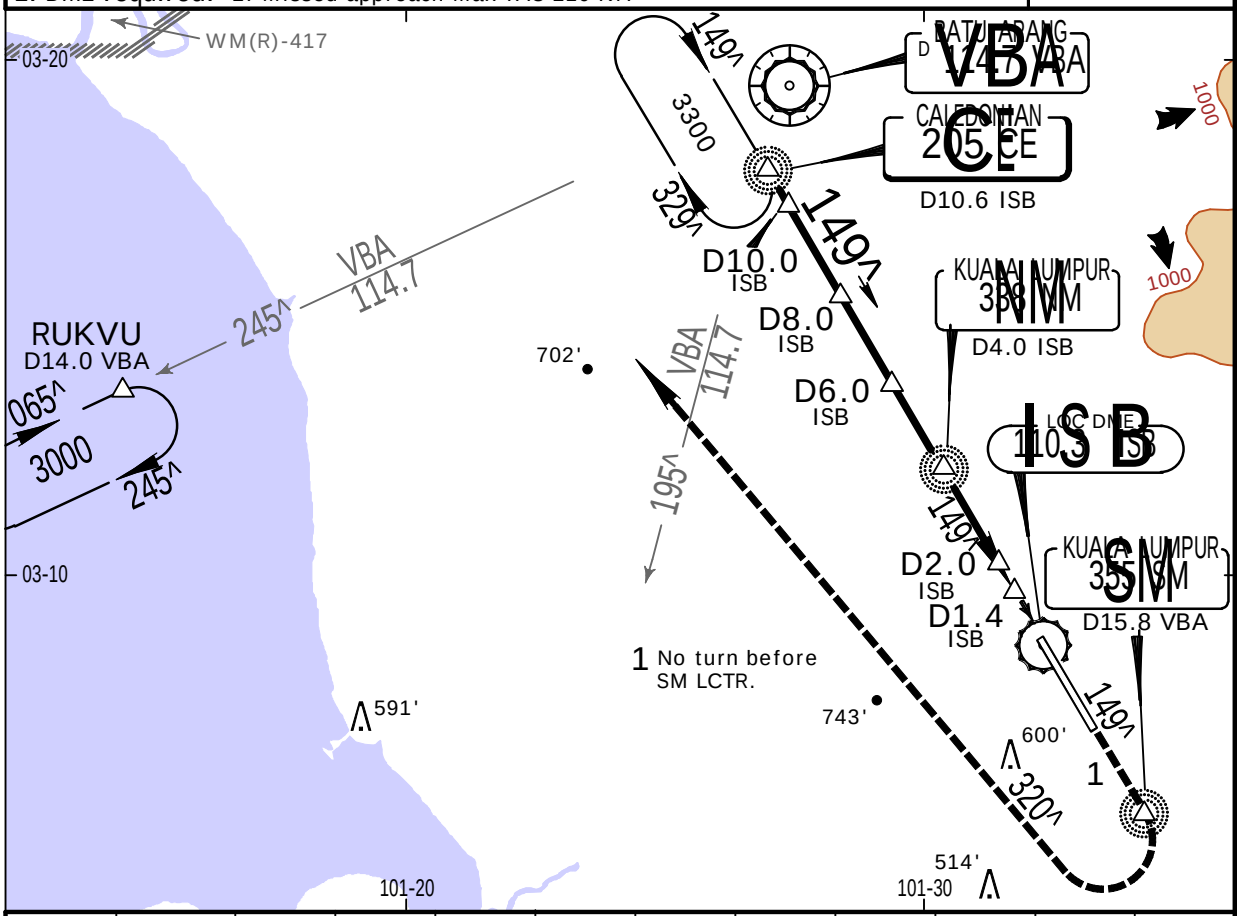
MISSED APCH: Proceed on track 149^ climbing initially to 2000'. Passing 1000', not before SM LCTR (D15.8 VBA), turn RIGHT (IAS MAX 210kt) on 320^. Crossing R-195 VBA continue climb to 3000; reaching 3000' turn left bound to RUKVU holding pattern.

150^ 7700' 2200' 340^

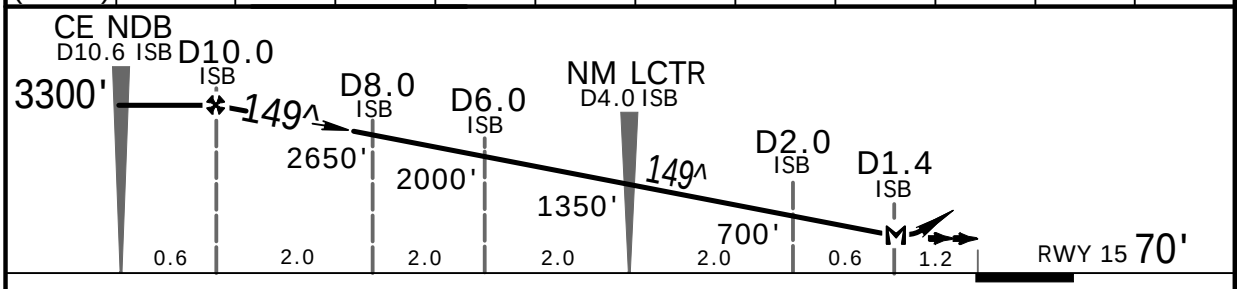
MSA VBA VOR

Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 130 Trans alt: 11000'

1. DME required. 2. Missed approach Max IAS 210 KT.



LOC (GS out)	ISB DME	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.4
	ALTITUDE	3300'	3000'	2650'	2300'	2000'	1700'	1350'	1000'	700'	500'



Gnd speed-Kts		70	90	100	120	140	160
Descent Gradient	5.2%	369	474	527	632	737	843
MAP at D1.4 ISB							

HIALS PAPI PAPI 1000' on 149^ RT

STRAIGHT-IN LANDING RWY 15

MDA(H) 500'(430')

		ALS out
A	RVR 1500m	RVR 2300m
B		
C		

CIRCLE-TO-LAND

Max Kts	MDA(H)
100	950'(860')-2300m
135	
180	1700'(1610')-4800m

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WMSA/SZB KUALA LUMPUR, MALAYSIA

SULTAN ABDUL AZIZ SHAH-SUBANG

JEPPESEN 6 JUN 14 (16-2)

NDB Rwy 33

BRIEFING STRIP ™

*ATIS	LUMPUR Approach	SUBANG Tower	Ground
127.6	124.2 [DIRECTOR (R) 125.1]	118.2	121.9

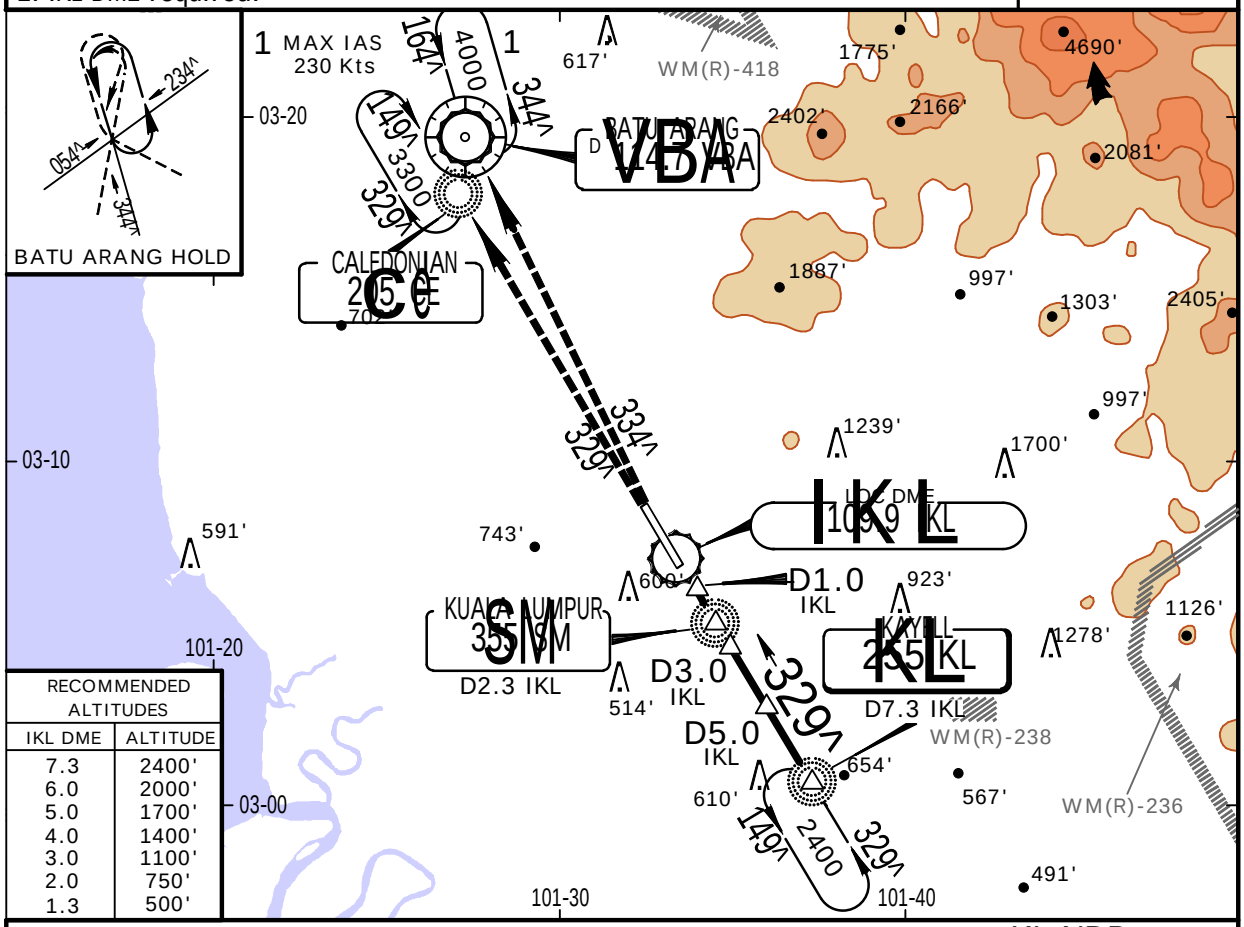
NDB KL	Final Apch Crs	Minimum Alt KL NDB	MDA(H)	Apt Elev 90' / Rwy 33 90'
255	329^	2400' (2310')	500' (410')	

MISSED APCH: Climb on 329^ to CE NDB and hold at 3300', or climb on 334^ to VBA VOR and hold at 4000', or as directed by ATC.

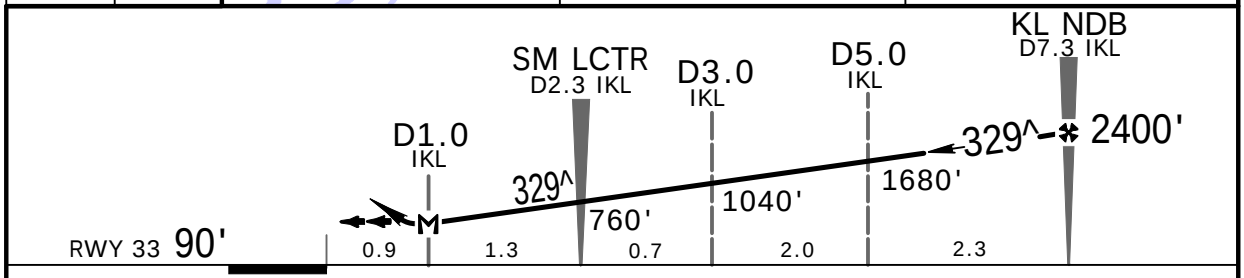
Alt Set: hPa Rwy Elev: 3 hPa Trans level: FL 130 Trans alt: 11000'

1. IKL DME required.

MSA KL NDB: 150^ 7700', 2200', 340^



RECOMMENDED ALTITUDES	
IKL DME	ALTITUDE
7.3	2400'
6.0	2000'
5.0	1700'
4.0	1400'
3.0	1100'
2.0	750'
1.3	500'



Gnd speed-Kts		70	90	100	120	140	160
Descent Gradient	5.3%	376	483	537	644	751	859
MAP at D1.0 IKL							

HIALS PAPI PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 33			CIRCLE-TO-LAND	
MDA(H) 500' (410')				
		ALS out	Max Kts	MDA(H)
A	RVR 1200m	RVR 1700m	100	950' (860') -1700m
B			135	950' (860') -2000m
C		RVR 2000m	180	1700'(1610')-4800m
D	RVR 1600m		205	1700'(1610')-4800m

CHANGES: Minimums.

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