

## KUALA LUMPUR (KUL/WMKK)

Elevation 70ft

### CATEGORY A

AV brief – not required

### GENERAL

- Kuala Lumpur International airport Sepang is 23nm to the S of the city.

### Threats

#### CFIT

- Terrain 9nm to the E reaches nearly 2100ft asl.
- Terrain 23nm to the ENE reaches nearly 4000ft asl.
- Terrain on short finals to Rwy 32L very close to the left of the approach centreline.
- Terrain is clearly depicted on the Lido MRC chart.

#### Runway Excursion

- Energy Management - Charts for RNAV initial transitions to ILS approaches are published. When flying these transitions the RNAV vertical profile may be above the ILS G/S due to high temperature.
- Crew intervention may be required to capture the G/S.
- Tailwinds on the approach are also common.

#### Runway Incursion

- If departing from Rwy 32R exercise caution in the vicinity of A10 – the green lights are not located on the taxi centreline and could be misleading.
- There is also a risk of taxiing past intersection A11.

### ARRIVAL

#### Diversion Airports

SINGAPORE(Changi)	SIN/WSSS	161 nm/121°T	CAT A
BANGKOK	BKK/VTBS	661 nm/355°T	CAT A
JAKARTA	CGK/WIII	611 nm/150°T	CAT A
PENANG	PEN/WMKP	176 nm/331°T	CAT B
PHUKET	HKT/VTSP	382 nm/327°T	CAT B

### Approach

- Unless a speed restriction is issued by ATC, crews should plan their TOD based on 270kts for descent.
- Arrivals will normally be via an RNAV STAR from DAKUS or a KIKAL 3 from VBA.
- Visual sidestep procedures are published for Rwy 14L/R and Rwy 32L/R.

**GROUND**

- Lido charts are published for arrival and departure taxi routing for each runway.
- The parking stand will be located on the cross shaped East Satellite.
- The stand guidance system is parallax based and calibrated from the left hand seat.

**A380**

- Arrival Taxi routes available for A380 are shown on KUL LIDO chart 3-190, marked in green.
- Departure Taxi routes available for A380 are shown on KUL LIDO chart 3-200, marked in green.

**ALL**
**DEPARTURE**

- ATC will normally approve requests to use a particular runway for departure.
- Expect an AGOSA SID, although radar vectors or direct routings are often given.
- On taxi out, ATC will request the number of persons onboard.
- Contact Lumpur departure prior to 2000ft on departure.
- If entering the Bay of Bengal, logon to CPDLC WMFC at VAMPI (N571) or GIVAL (P628, L510).
- Emergency turn procedures are available from CARD/Performance Manual/OIS (A380) and OPT/Performance Manual (B787).

**BAV Crew Reports**

- *Departures on Airway R467 via GUNIP invariably incur a delay if the flight plan filed level is requested. An on time departure is often only possible if a lower level (normally FL280) is accepted. We did not get climb above FL 280 for three hours, but had loaded extra fuel in anticipation of this.*
- *I think the reason for this is that it is not a radar route, so greater separation is needed, and there is a steady flow of aircraft (from SIN and beyond) into which integration is difficult.*

**WEATHER**

- Low cloud/fog occurs frequently in the early morning – usually improving by 0900L.

**OPERATIONAL INFORMATION**

<b>Handling Agent</b>	AeroDarat Services Sdn Bhd
<b>Handling Agent VHF</b>	132.9
<b>Potable Water</b>	Uplift Permitted