

**GENERAL****Operational Hours**

ATS Hours / AD OPS Hours / AD ADMIN Hours: H24

**Airport Information**

**RFF:** CAT 9

**PCN:** RWY 07L/25R: 114/R/D/W/T

RWY 07R/25L: 111/R/D/W/T

**Operation****Transponder OPS**

ASMGCS/MLAT in use at this AD. After LDG, switch off the transponder when fully parked on stand and DEP ACFT switch on the transponder when ready to push-back.

All towing ACFT in the moving area shall switch on transponder code 2000 and switch on at least NAV lights.

**Reduced Runway Separation Minima Between Aircraft Using the Same Runway**

Reduced spacing procedure is applied between SR+30 and SS-30, according ICAO standards.

**Low Visibility Procedure**

Report RWY vacated when ACFT is completely beyond RWY HLDG PSN.

**Taxi/Parking**

Use MNM PWR when taxiing on manoeuvring area.

After LDG, if the pilot does not receive further taxi CLR, stop before NP2/SP2.

ACFT taxiing into stand B43 must use TWY SCX.

ACFT taxiing into stand B44 must use TWY SC5.

Advanced Visual Docking Guidance System (A-VDGS) AVBL at stands G15-G57.

**Warnings**

High slope TWY E and F.

Kites in APCH area RWY 25 and RWY 07.

Birds in vicinity of AD.

**ARRIVAL****Speed**

IAS 160KT from 10NM to 4NM from THR.

Speed restriction is not applied when low density TFC at ATC discretion.

**Communication****COM Failure**

**Under Pilot Navigation:** Follow STAR and land.

**Under Radar Vectoring:** Maintain vector for not more than 1min then track to intercept cleared or previously assigned STAR and land.

**ARRIVAL****Arrival Procedure****VFR Traffic Pattern**

RWYs 07R, 25R right-hand circuit.

**Minimum Runway Occupancy Time (MROT)**

Ensure standard MROT procedures, and in addition;

Vacate RWY as indicated below:

RWY in Use	ACFT type	Rapid Exit TWY	Length from THR
07L	B737 Series, B738, B739, A320	N4	2151m / 7057ft
	A330, A340, B747, B777	N3	2590m / 8497ft
07R	B737 Series, B738, B739, A320	S4	2156m / 7073ft
	A330, A340, B747, B777	S3	2690m / 8825ft
25L	B737 Series, B738, B739, A320	S5	1817m / 5961ft
	A330, A340, B747, B777	S6	2220m / 7283ft
		S7	2740m / 8990ft
25R	B737 Series	N5	1471m / 4826ft
	A320, A330, A340, B738, B739, B747, B777	N6	2158m / 7080ft
		N7	3075m / 10089ft
		N8	

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

RWY		07L/25R, 07R/25L	
All ACFT	ft - m/km	0 - 400R/400V	HJ only
		0 - 800R/800V	HN

**Communication**

DEP ACFT shall change and monitor TWR FREQ when passing sign box departure monitor on left TWY SP2 and NP2 in accordance to the following table:

RWY in Use	PSN	Call Sign
07L	WC2	Soekarno-Hatta TWR 2
25R	NC3	
07R	WC2	Soekarno-Hatta TWR 1
25L	SC4	

**DEPARTURE****COM Failure**

- After TKOF follow the cleared SID following assigned RNAV departure and current flight plan.
- After TKOF under radar vectoring follow assigned heading and last assigned level for 2min or maintain MSA, then climb to flight plan level and intercept flight plan track as amended by ATC if applicable.

**Departure Procedure****Minimum Runway Occupancy Time (MROT)**

Ensure standard MROT procedures.

**ATC Slot, Clearance**

REQ CLR to DLV 25min before push-back.

REQ push-back CLR only when fully ready. Push-back must be completed within 5min. Inform ATC when unable.

06-SEP-2018

CGK-WIII

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AFC 2

AFC 1

AFC

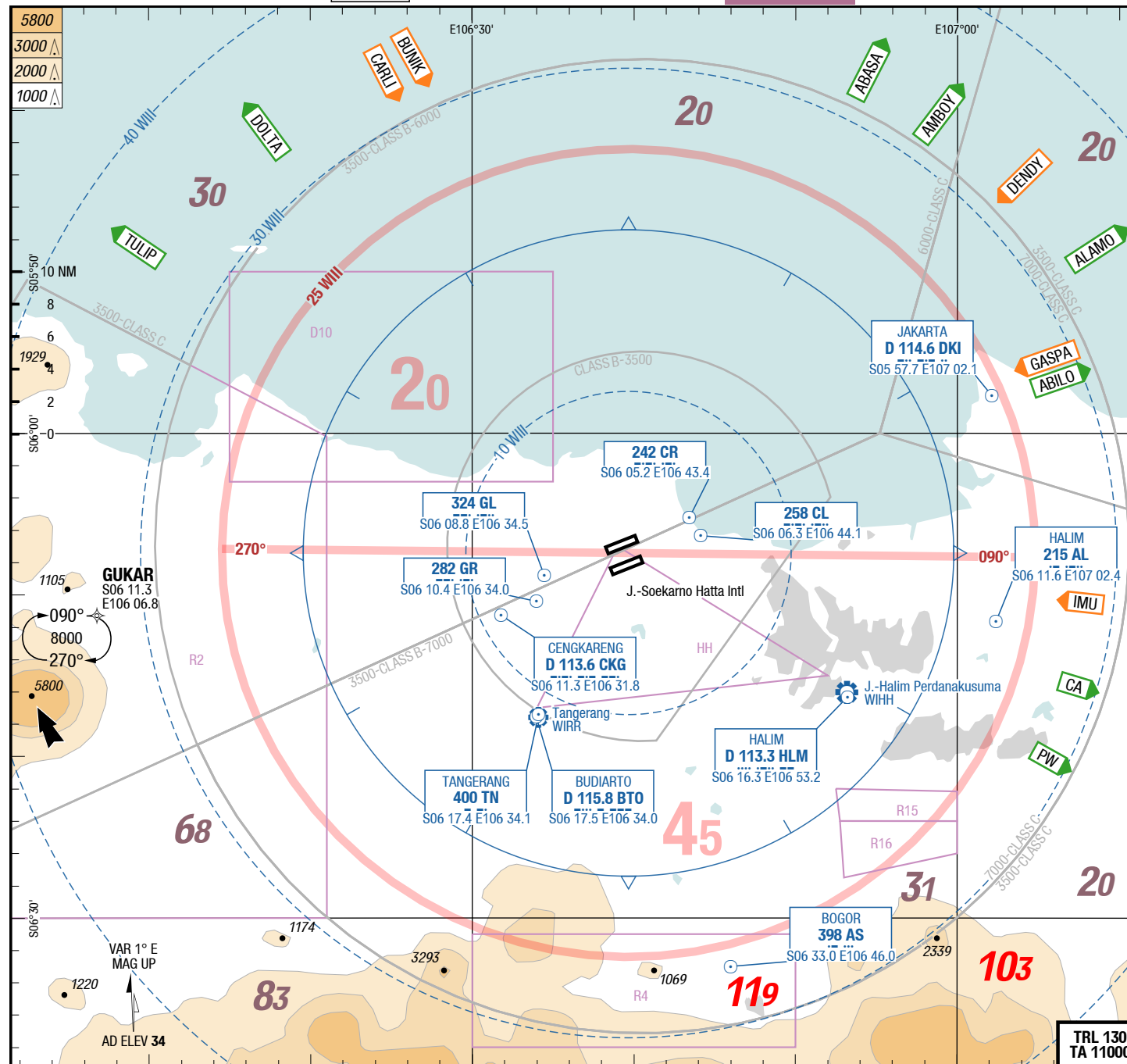
AFC

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AFC 2

AFC 1

2-10



<b>ATIS</b>	126.850
<b>ARR</b>	125.450 N & E 2300-1500. 1500-2300 ATS on DIR E 127.900 or DIR W 119.750
<b>RAD</b>	124.350 Lower North 2300-1500. 1500-2300 ATS on DIR 119.750 130.100 Lower East 2300-1500. 1500-2300 ATS on DIR 127.900 127.950 Lower Center 2300-1500. 1500-2300 ATS on DIR 127.900
<b>APP</b>	119.750 W 127.900 E 123.750 S 124.250 E
<b>DIR</b>	127.900 E 119.750 W 123.750 S 2300-1500. 1500-2300 ATS on DIR 127.900
<b>Soekarno-Hatta TWR 1</b>	120.250 RWY 07R/25L 1700-2140 combined with TWR 2 118.200 119.300 RWY 07R/25L 1700-2140 combined with TWR 2 118.200
<b>Soekarno-Hatta TWR 2</b>	118.200 RWY 07L/25R 118.750 RWY 07L/25R
<b>Soekarno-Hatta GND 1</b>	121.750 south, Terminal A,B,C, RWY 07R/25L 1700-1800 and 2020-2140 combined with GND 2 121.600. 1800-2020 combined with TWR 2 118.200 128.950 south, Terminal A,B,C, RWY 07R/25L 1700-1800 and 2020-2140 combined with GND 2 121.600. 1800-2020 combined with TWR 2 118.200
<b>Soekarno-Hatta GND 2</b>	121.600 north, Terminal D,E,F,G, RWY 07L/25R 1800-2020 combined with TWR 2 118.200 128.850 north, Terminal D,E,F,G, RWY 07L/25R 1800-2020 combined with TWR 2 118.200
<b>Soekarno-Hatta APN TWR</b>	121.900 Apron G and H 121.850 Apron G and H
<b>Soekarno-Hatta DLV 1</b>	125.150 south, Terminal A,B,C, RWY 07R/25L 1600-1700 combined with GND 1 121.750. 1700-1800 and 2020-2140 combined with GND 2 121.600. 1800-2020 combined with TWR 2 118.200
<b>Soekarno-Hatta DLV 2</b>	121.950 north, Terminal D,E,F,G, RWY 07L/25R 1700-1800 and 2020-2140 combined with GND 2 121.600. 1800-2020 combined with TWR 2 118.200 124.250 north, Terminal D,E,F,G, RWY 07L/25R 1700-1800 and 2020-2140 combined with GND 2 121.600. 1800-2020 combined with TWR 2 118.200

**Landing RWY system:**

For APLs see AFC 2

Changes: Nil

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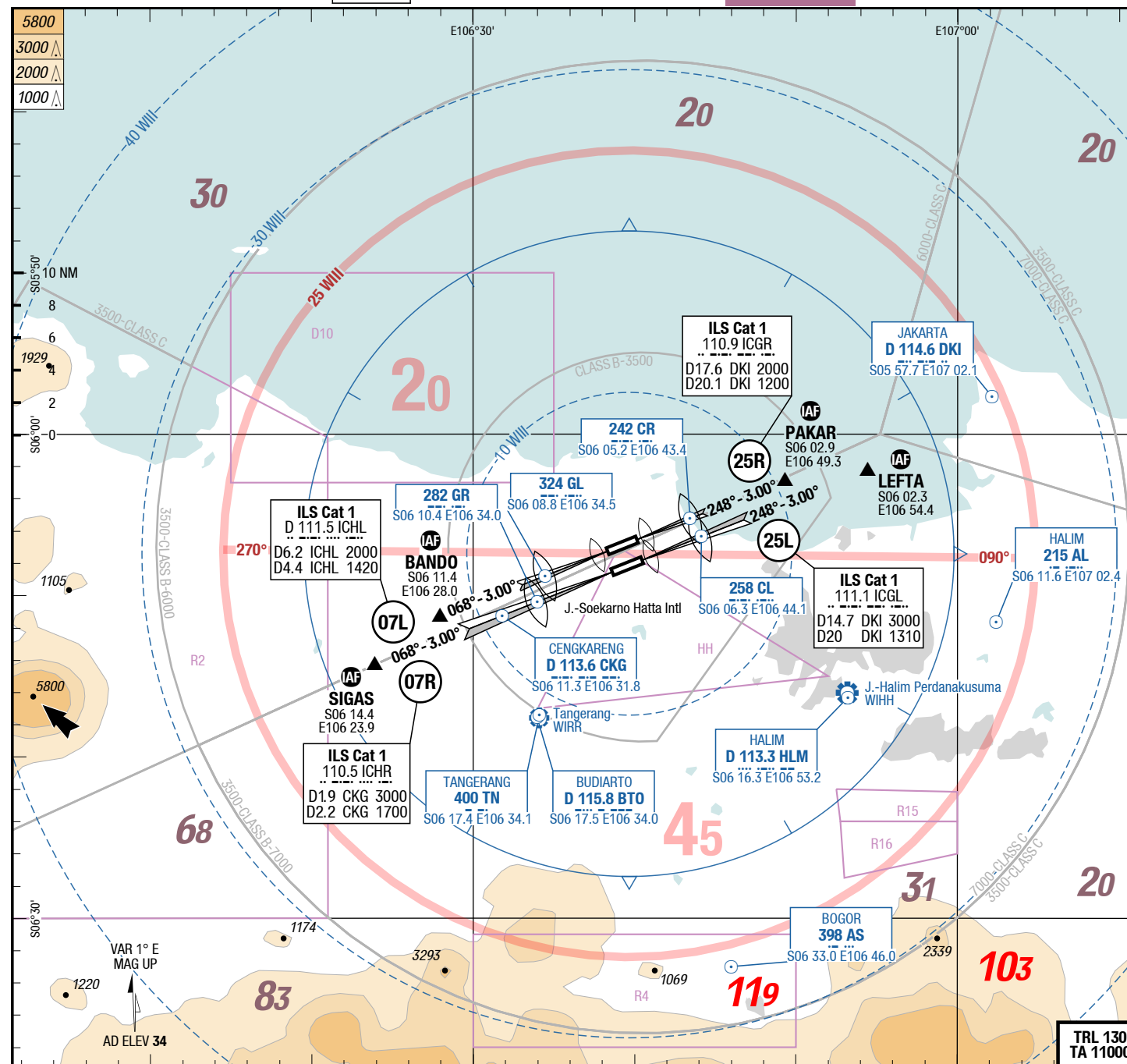
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# AFC

# AFC

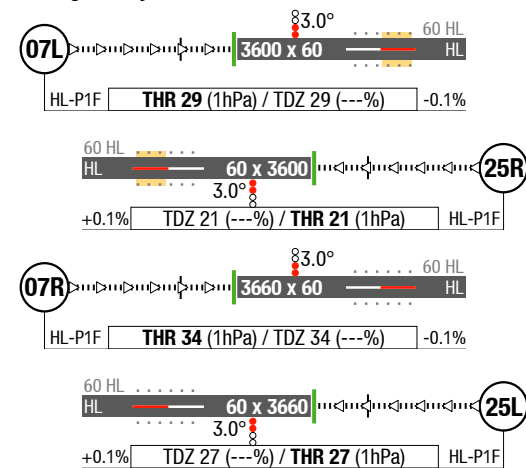
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## AFC 2

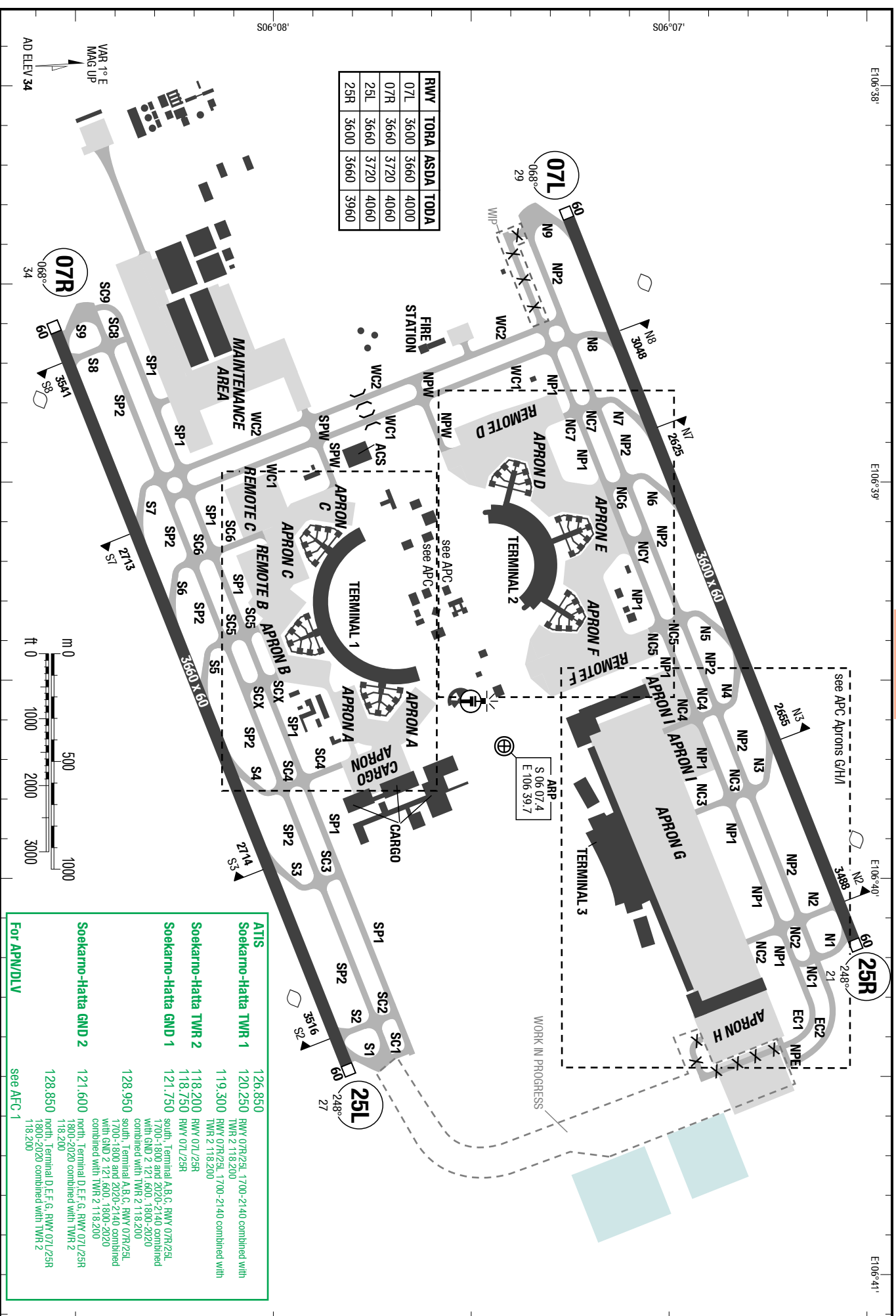


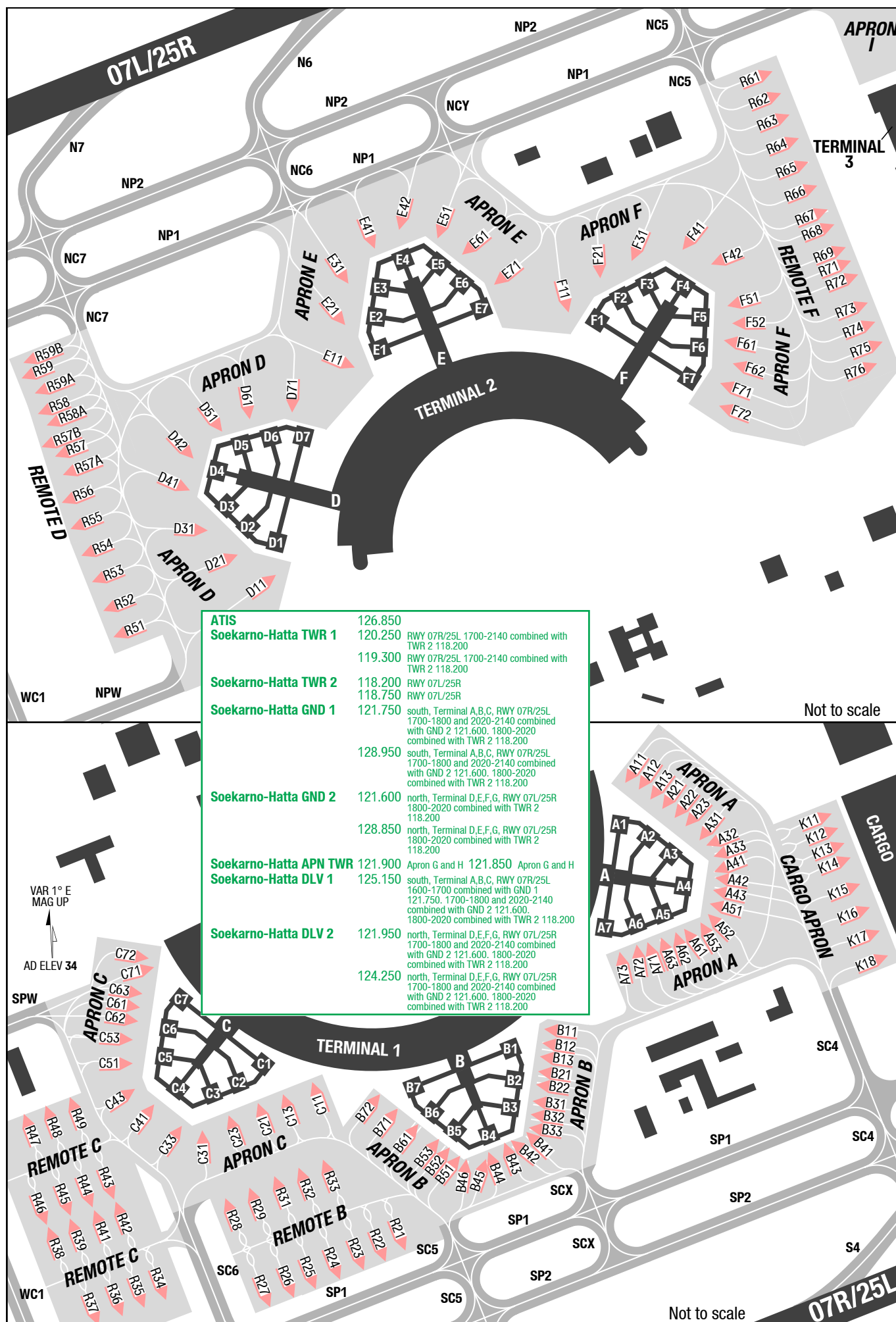
For frequencies see AFC 1

**Landing RWY system:**

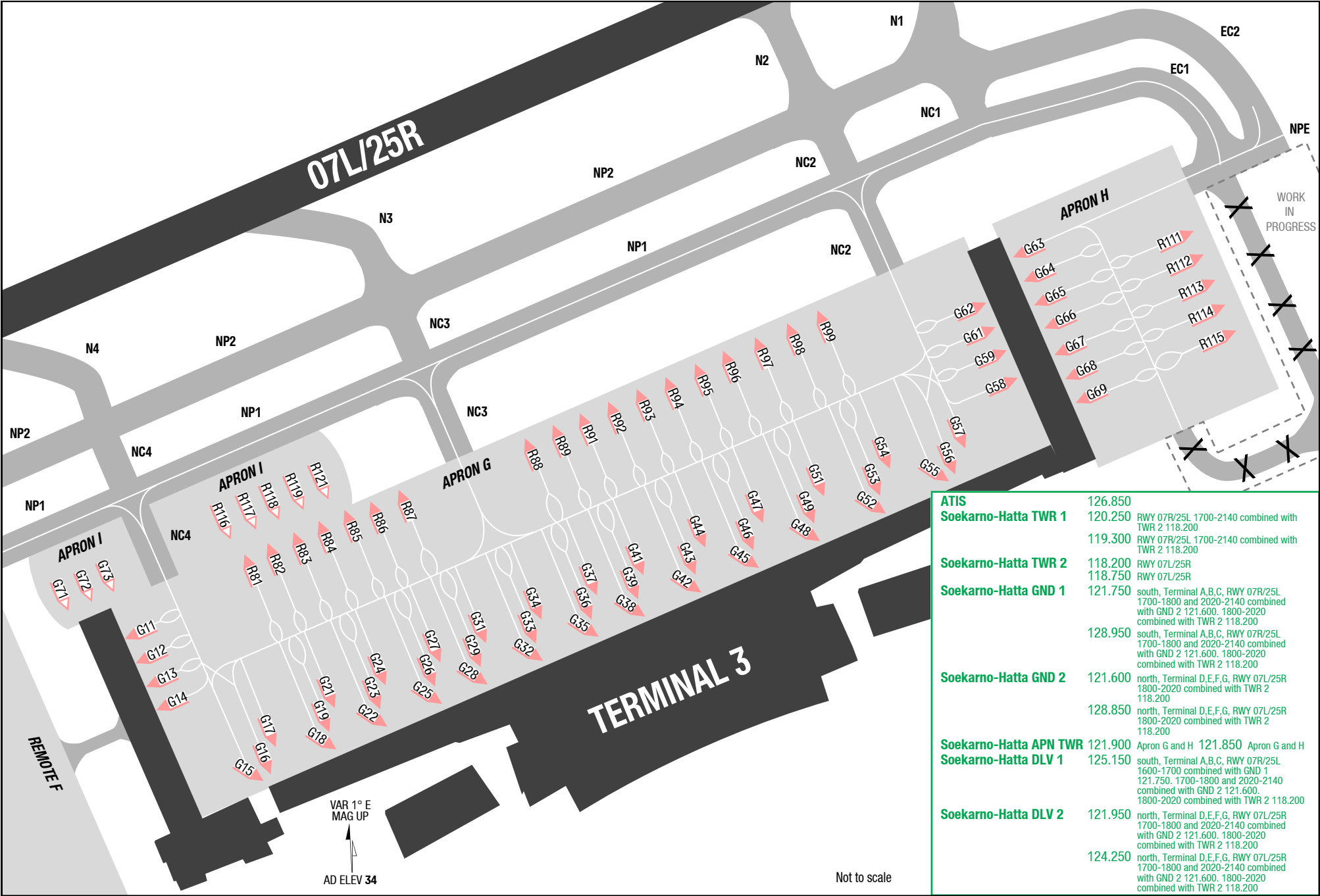


Changes: APCH boxes



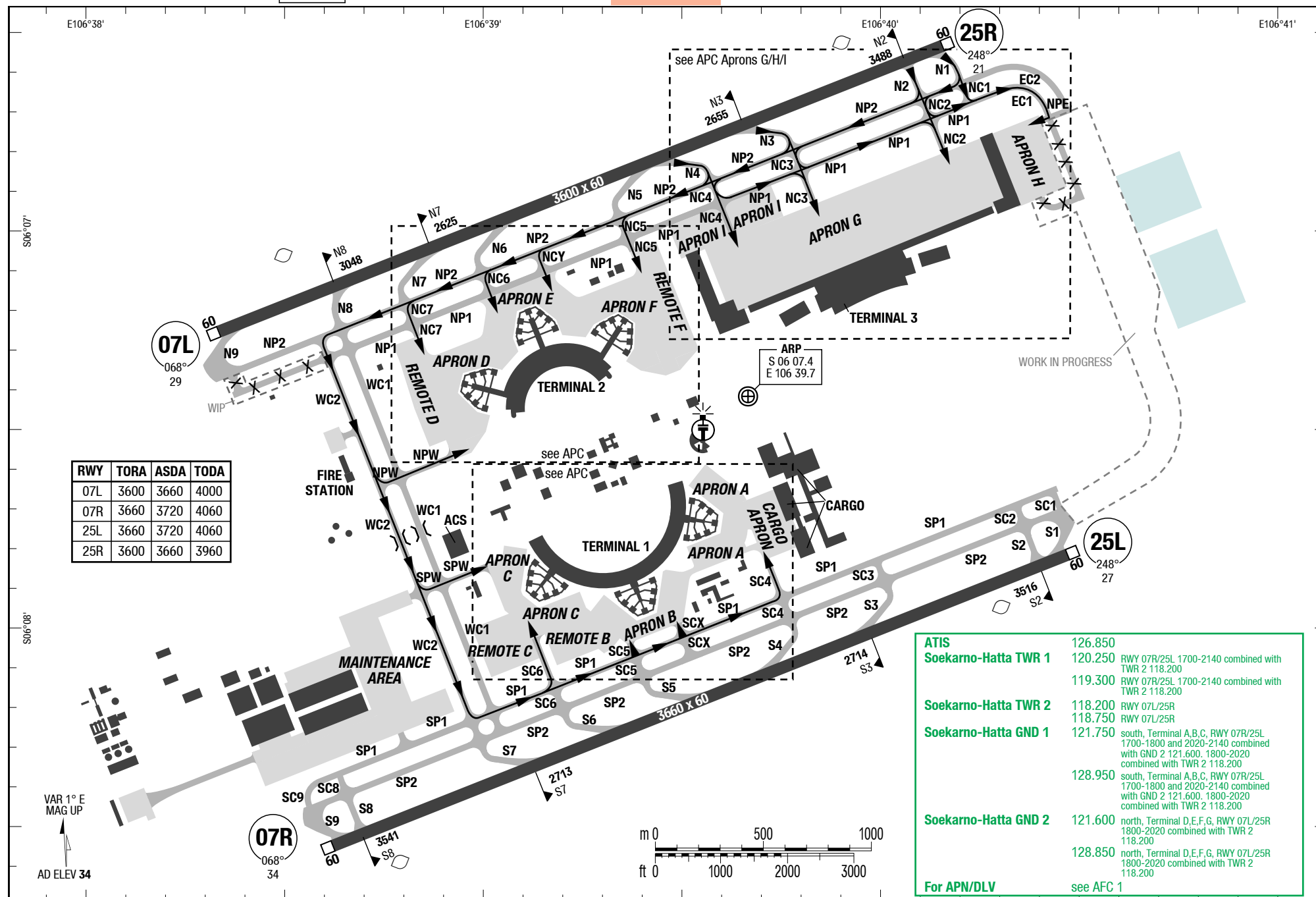


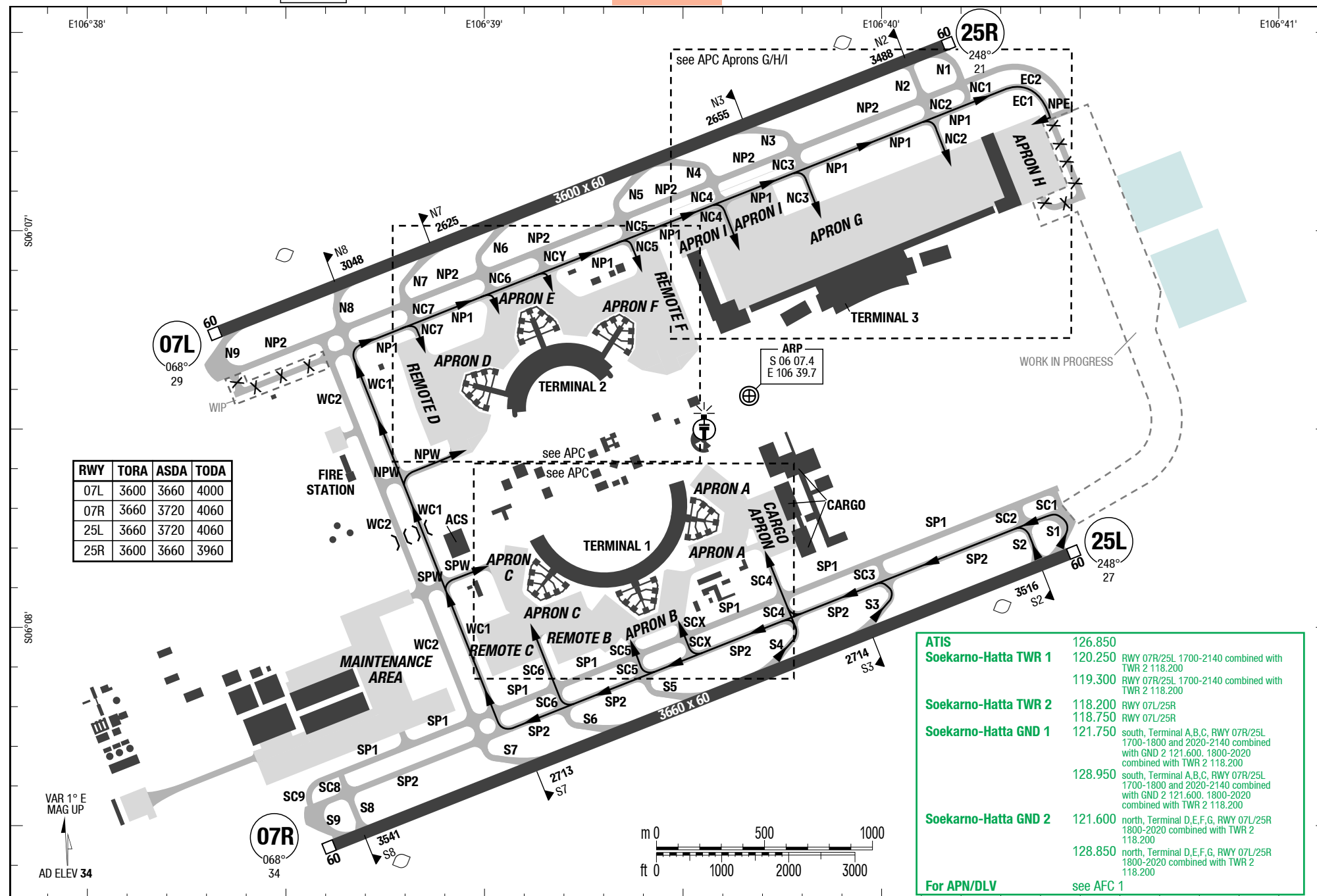


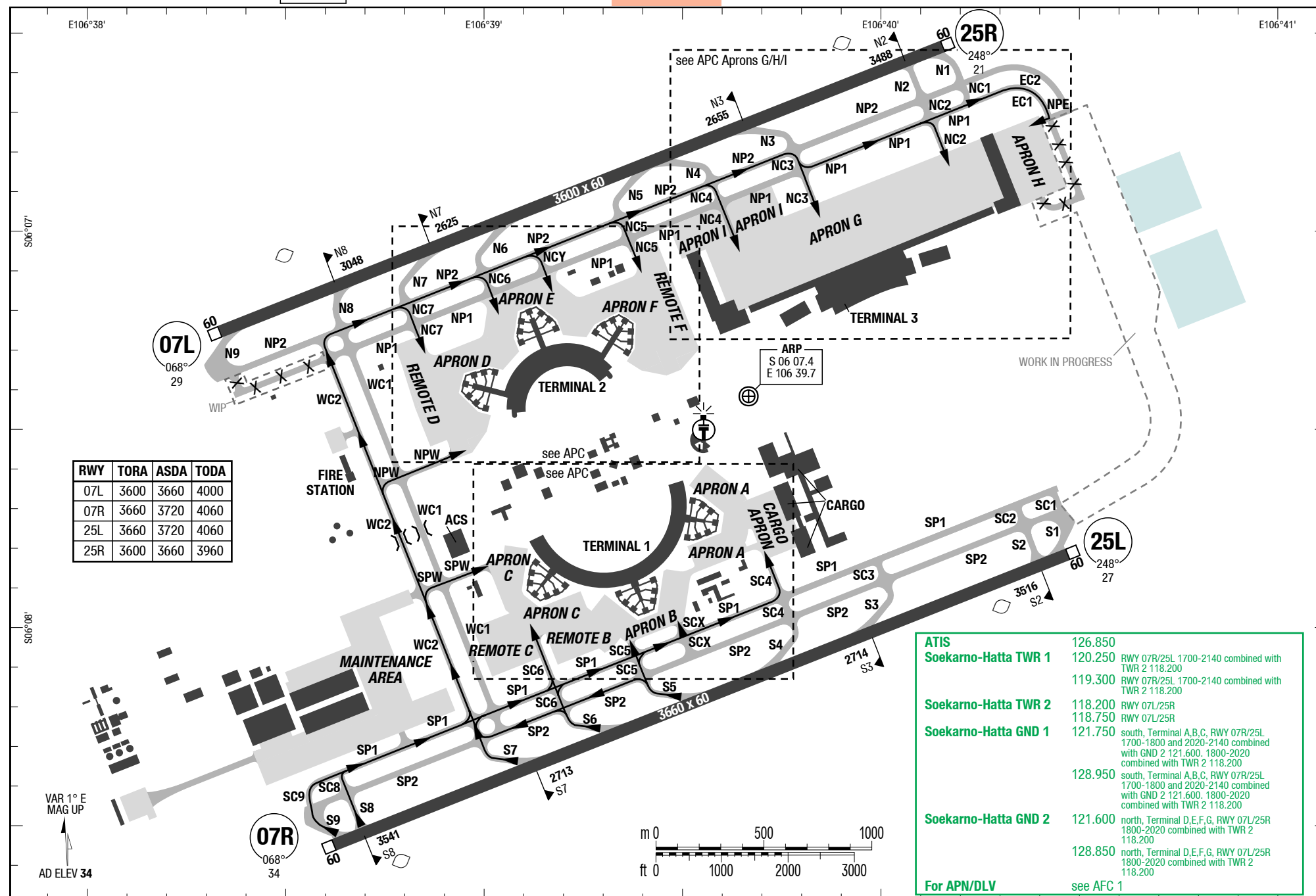


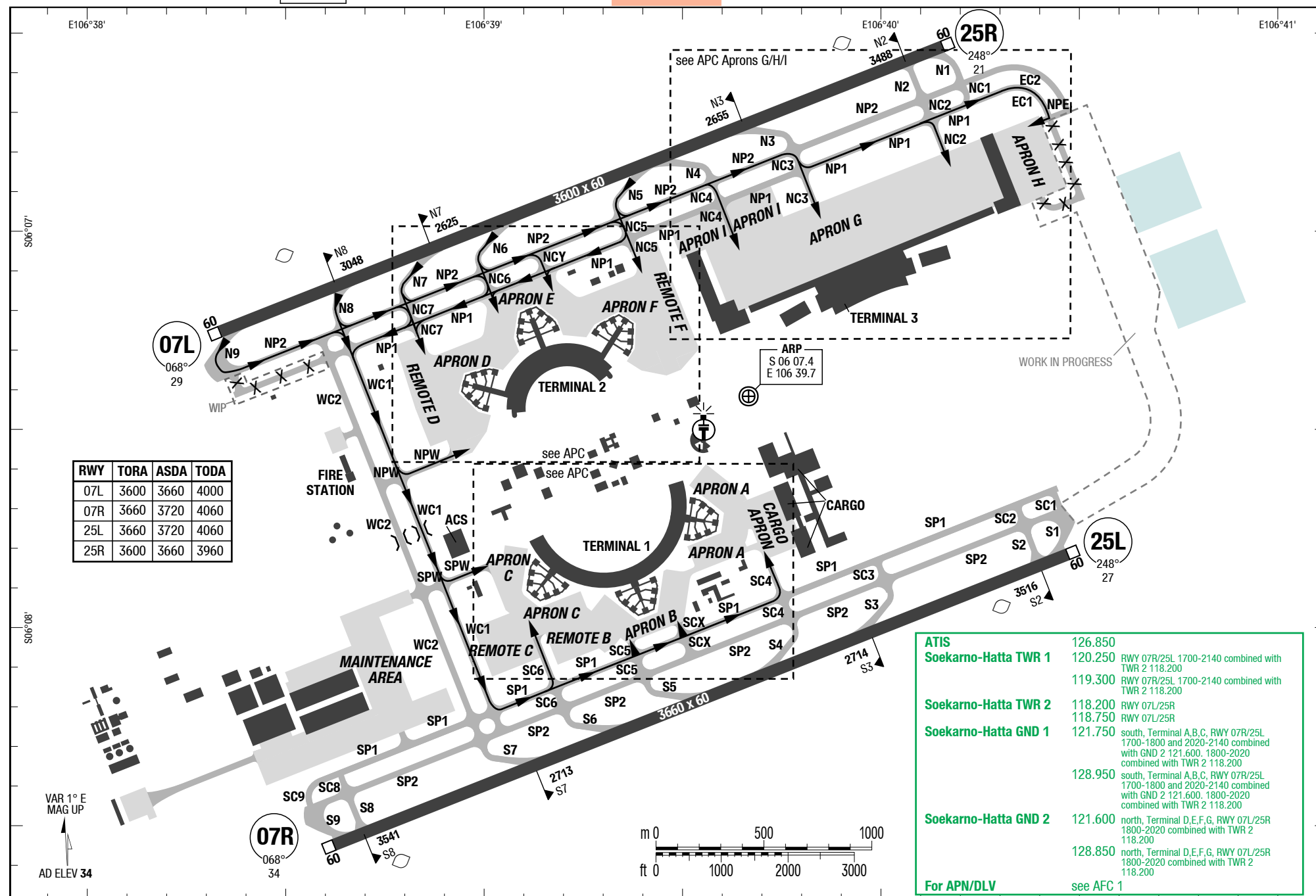
<b>ATIS</b>	126.850
<b>Soekarno-Hatta TWR 1</b>	120.250 RWY 07R/25L 1700-2140 combined with TWR 2 118.200
	119.300 RWY 07R/25L 1700-2140 combined with TWR 2 118.200
<b>Soekarno-Hatta TWR 2</b>	118.200 RWY 07L/25R
<b>Soekarno-Hatta GND 1</b>	121.750 south, Terminal A,B,C, RWY 07R/25L 1700-1800 and 2020-2140 combined with GND 2 121.600, 1800-2020 combined with TWR 2 118.200
	128.950 south, Terminal A,B,C, RWY 07R/25L 1700-1800 and 2020-2140 combined with GND 2 121.600, 1800-2020 combined with TWR 2 118.200
<b>Soekarno-Hatta GND 2</b>	121.600 north, Terminal D,E,F,G, RWY 07L/25R 1800-2020 combined with TWR 2 118.200
	128.850 north, Terminal D,E,F,G, RWY 07L/25R 1800-2020 combined with TWR 2 118.200
<b>Soekarno-Hatta APN TWR</b>	121.900 Apron G and H
<b>Soekarno-Hatta DLV 1</b>	125.150 south, Terminal A,B,C, RWY 07R/25L 1600-1700 combined with GND 1 121.750, 1700-1800 and 2020-2140 combined with GND 2 121.600, 1800-2020 combined with TWR 2 118.200
<b>Soekarno-Hatta DLV 2</b>	121.950 north, Terminal D,E,F,G, RWY 07L/25R 1700-1800 and 2020-2140 combined with GND 2 121.600, 1800-2020 combined with TWR 2 118.200
	124.250 north, Terminal D,E,F,G, RWY 07L/25R 1700-1800 and 2020-2140 combined with GND 2 121.600, 1800-2020 combined with TWR 2 118.200

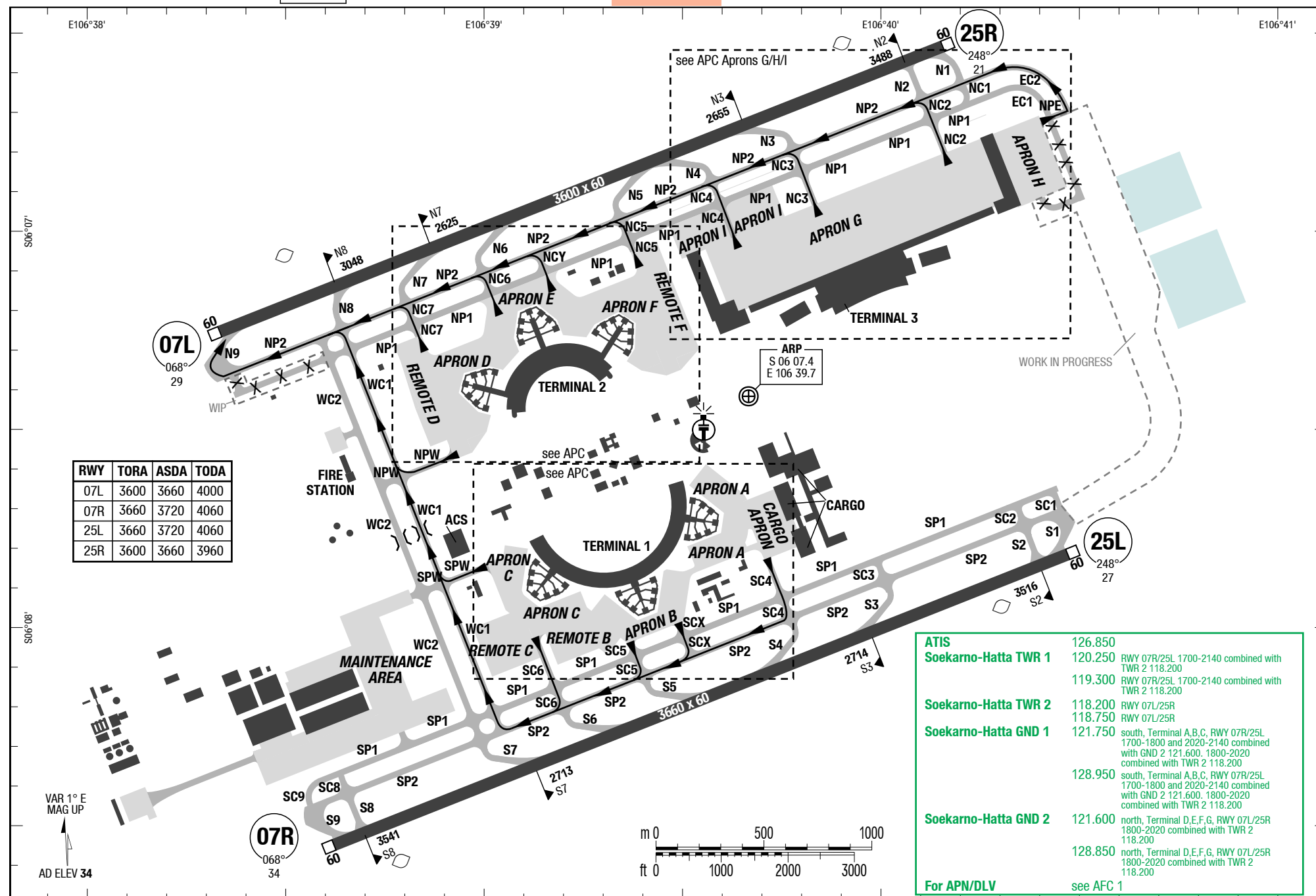














06-SEP-2018  
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Taxi Routes DEP RWY 25L

3-110 Taxi Routes DEP RWY 07R

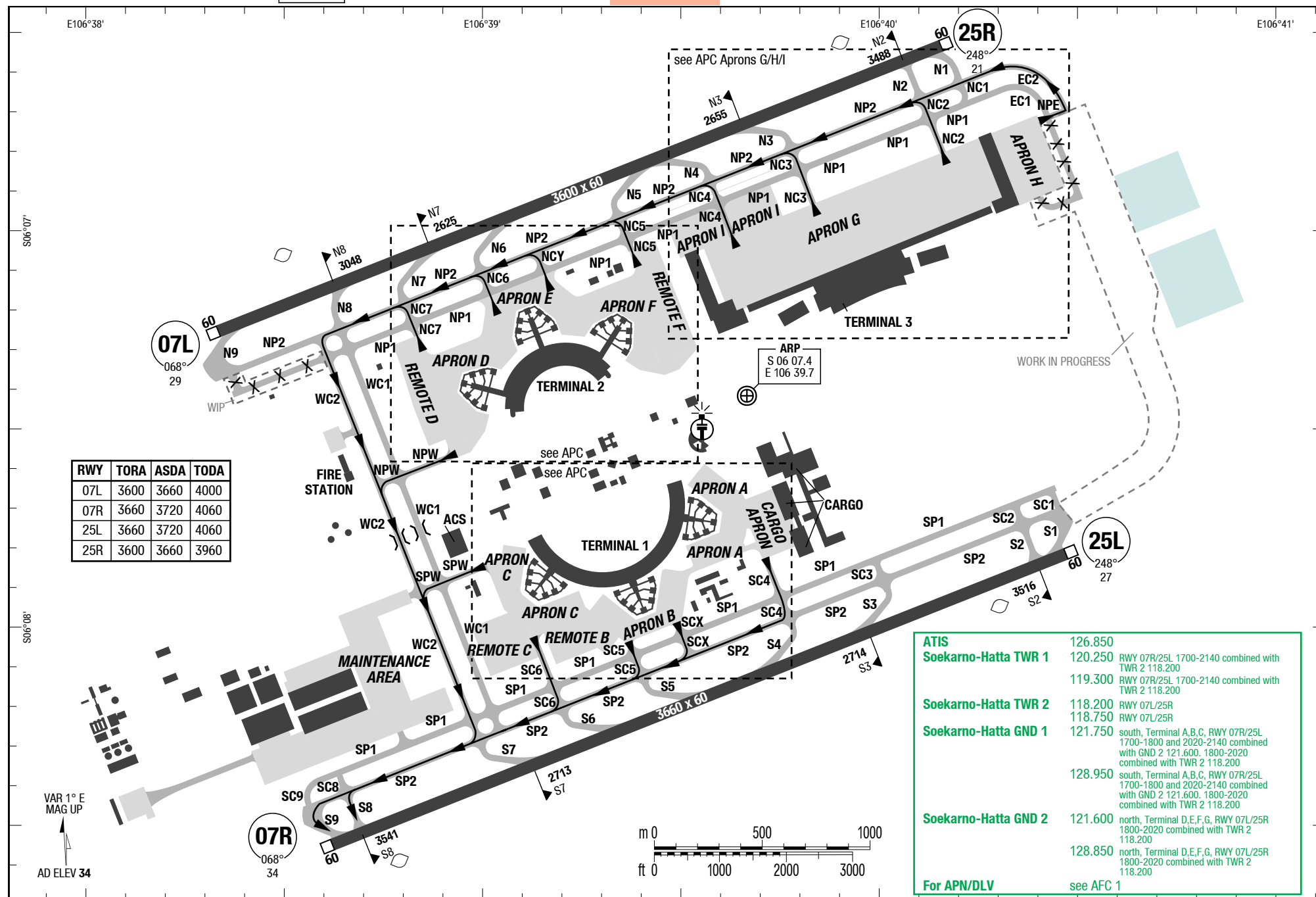
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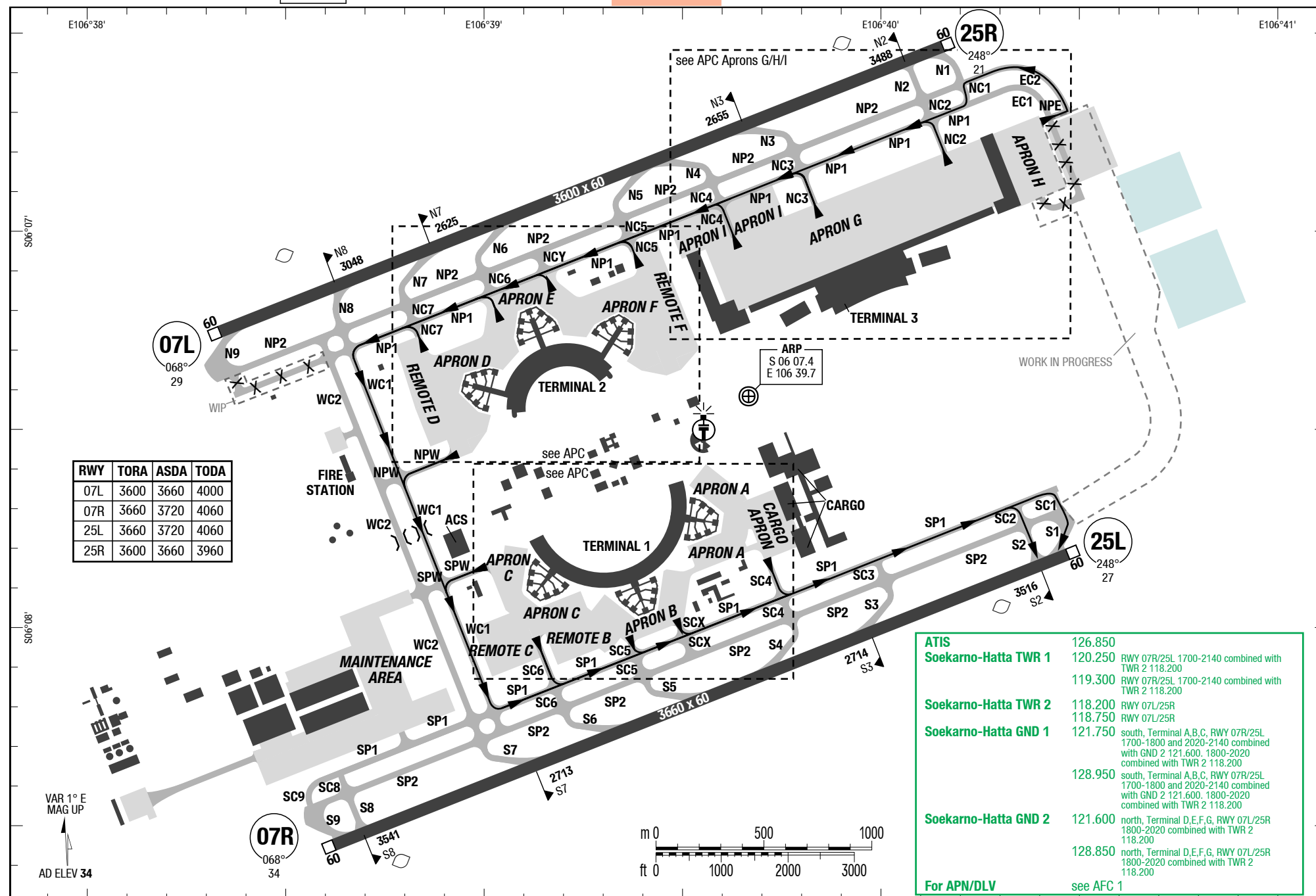
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Taxi Routes DEP RWY 25L

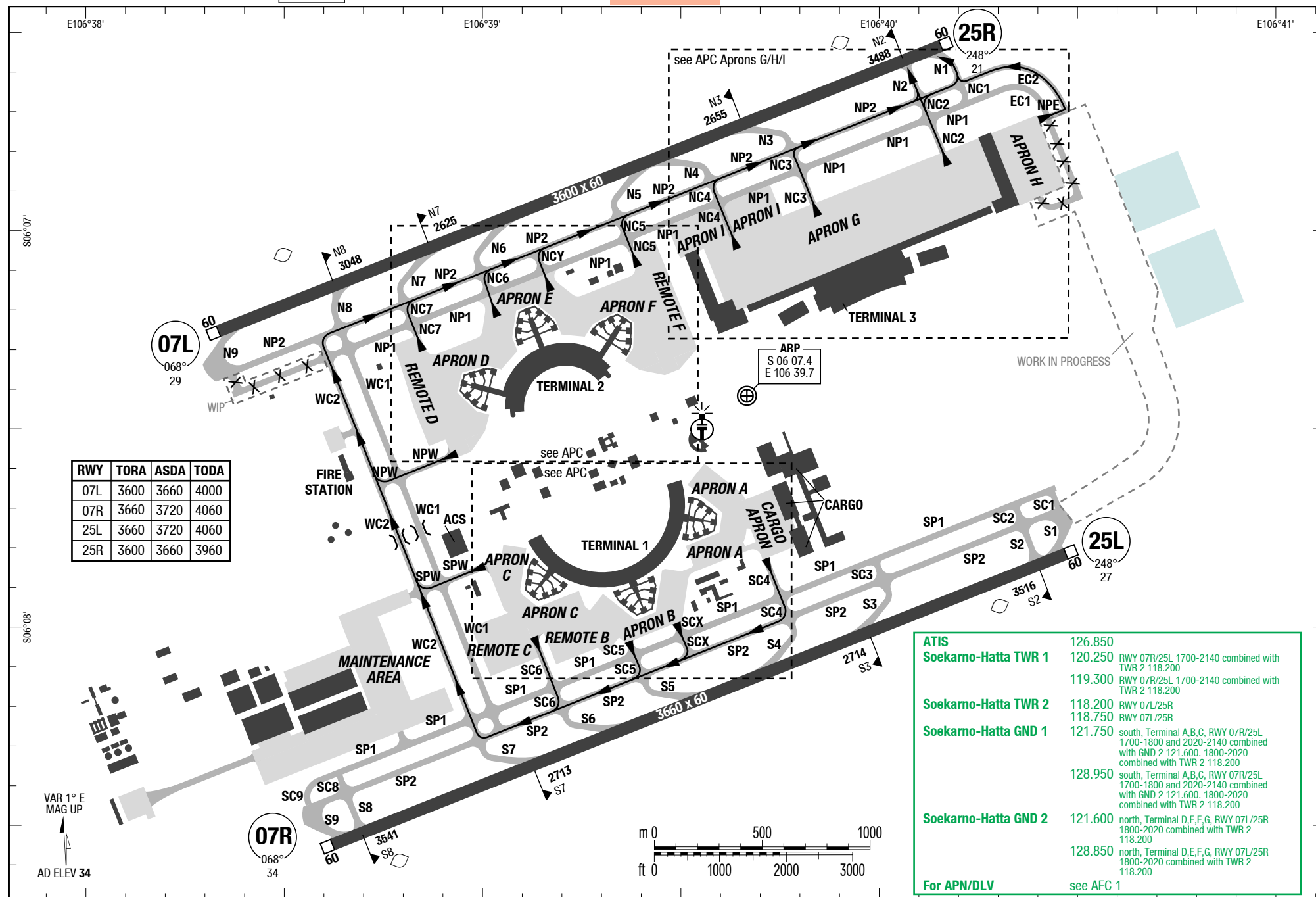
Taxi Routes DEP RWY 07R



Changes: WIP, BLDG, Editorial







## Stand Coordinates

## APRON A

A11-A13, A21 S06 07.7 E106 39.5  
 A22, A23 S06 07.7 E106 39.6  
 A31-A33 S06 07.7 E106 39.6  
 A41-A43 S06 07.7 E106 39.6  
 A51-A53 S06 07.8 E106 39.6

## APRON F

F11 S06 07.3 E106 39.3  
 F21, F31 S06 07.2 E106 39.3  
 F41 S06 07.2 E106 39.4  
 F42 S06 07.2 E106 39.3  
 F51 S06 07.2 E106 39.4

## CARGO APRON

K11-K14 S06 07.6 E106 39.7  
 K15, K16 S06 07.7 E106 39.7  
 K17 S06 07.7 E106 39.8  
 K18 S06 07.8 E106 39.8

## REMOTE B

R21-R24 S06 08.1 E106 39.3  
 R25-R27 S06 08.1 E106 39.2  
 R28, R29 S06 08.0 E106 39.2  
 R31, R32 S06 08.0 E106 39.2  
 R33 S06 08.0 E106 39.3

## APRON B

B11-B13 S06 07.9 E106 39.4  
 B21, B22, B31 S06 07.9 E106 39.4  
 B32, B33 S06 08.0 E106 39.4  
 B41-B46 S06 08.0 E106 39.4  
 B51, B52 S06 08.0 E106 39.4

## APRON G

G11-G14 S06 07.1 E106 39.6  
 G15, G16 S06 07.2 E106 39.6  
 G17-G19 S06 07.1 E106 39.7  
 G21-G24 S06 07.1 E106 39.7  
 G25-G29 S06 07.1 E106 39.8

## REMOTE C

R34-R37 S06 08.1 E106 39.1  
 R38, R39 S06 08.1 E106 39.0  
 R41, R42 S06 08.1 E106 39.1  
 R43, R44 S06 08.0 E106 39.1  
 R45, R46 S06 08.1 E106 39.0  
 R47-R49 S06 08.0 E106 39.0

B53 S06 08.0 E106 39.3  
 B61, B71, B72 S06 07.9 E106 39.3

## APRON C

C11 S06 07.9 E106 39.2  
 C13, C21 S06 07.9 E106 39.2  
 C23 S06 08.0 E106 39.2  
 C31 S06 08.0 E106 39.1  
 C33 S06 08.0 E106 39.1

G31 S06 07.1 E106 39.8  
 G32-G35 S06 07.1 E106 39.9  
 G36, G37 S06 07.0 E106 39.9  
 G38, G39 S06 07.0 E106 40.0  
 G41-G44 S06 07.0 E106 40.0

## REMOTE D

R51, R52 S06 07.5 E106 38.9  
 R53, R54 S06 07.5 E106 38.8  
 R55, R56 S06 07.4 E106 38.8  
 R57A, R57 S06 07.4 E106 38.8  
 R57B, R58A S06 07.4 E106 38.8

C41 S06 07.9 E106 39.1  
 C43 S06 07.9 E106 39.1  
 C51 S06 07.9 E106 39.1  
 C53 S06 07.9 E106 39.1  
 C61, C62 S06 07.9 E106 39.1

G45-G49 S06 07.0 E106 40.1  
 G51-G53 S06 07.0 E106 40.1  
 G54 S06 06.9 E106 40.1  
 G55-G59 S06 06.9 E106 40.2  
 G61, G62 S06 06.8 E106 40.2

R58, R59A S06 07.3 E106 38.8  
 R59, R59B S06 07.3 E106 38.8

C63, C71, C72 S06 07.8 E106 39.1

## APRON D

D11 S06 07.5 E106 39.2  
 D21 S06 07.5 E106 39.0  
 D31, D41, D42 S06 07.4 E106 38.9  
 D51 S06 07.4 E106 39.0  
 D61, D71 S06 07.3 E106 39.0

R81 S06 07.0 E106 39.6  
 R82-R86 S06 07.0 E106 39.7  
 R87 S06 07.0 E106 39.8  
 R88, R89 S06 06.9 E106 39.9  
 R91, R92 S06 06.9 E106 39.9

## REMOTE F

R61-R64 S06 07.1 E106 39.4  
 R65 S06 07.1 E106 39.5  
 R66-R69 S06 07.2 E106 39.5  
 R71-R73 S06 07.2 E106 39.5  
 R74-R76 S06 07.3 E106 39.5

R93-R95 S06 06.9 E106 40.0  
 R96 S06 06.8 E106 40.0  
 R97-R99 S06 06.8 E106 40.1

## APRON H

G63-G66 S06 06.8 E106 40.3  
 G67-G69 S06 06.9 E106 40.3  
 R111-R114 S06 06.8 E106 40.4  
 R115 S06 06.9 E106 40.4

## APRON E

E11, E21 S06 07.3 E106 39.1  
 E31, E41, E42 S06 07.2 E106 39.1  
 E51 S06 07.2 E106 39.1  
 E61, E71 S06 07.2 E106 39.2

## APRON I

G71-G73 S06 07.0 E106 39.5  
 R116, R117 S06 07.0 E106 39.6  
 R118, R119 S06 07.0 E106 39.7  
 R121 S06 07.0 E106 39.7

18-JAN-2018

CGK-WIII

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RNAV SIDs RWY 07R

4-10

RNAV SIDs RWY 07L

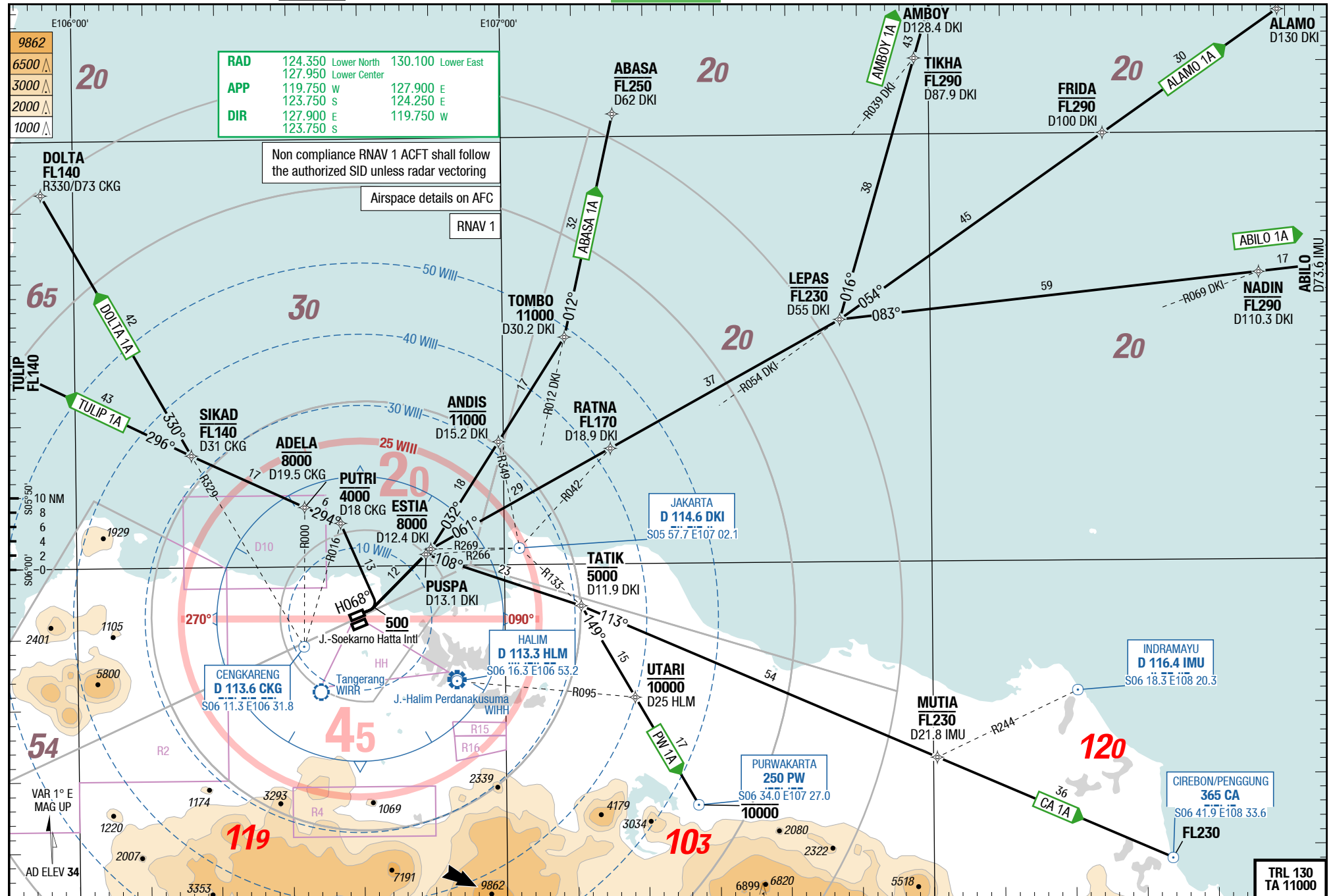
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RNAV SIDs RWY 07R

RNAV SIDs RWY 07L



Changes: FREQ, SUAs, Note

18-JAN-2018

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4-20

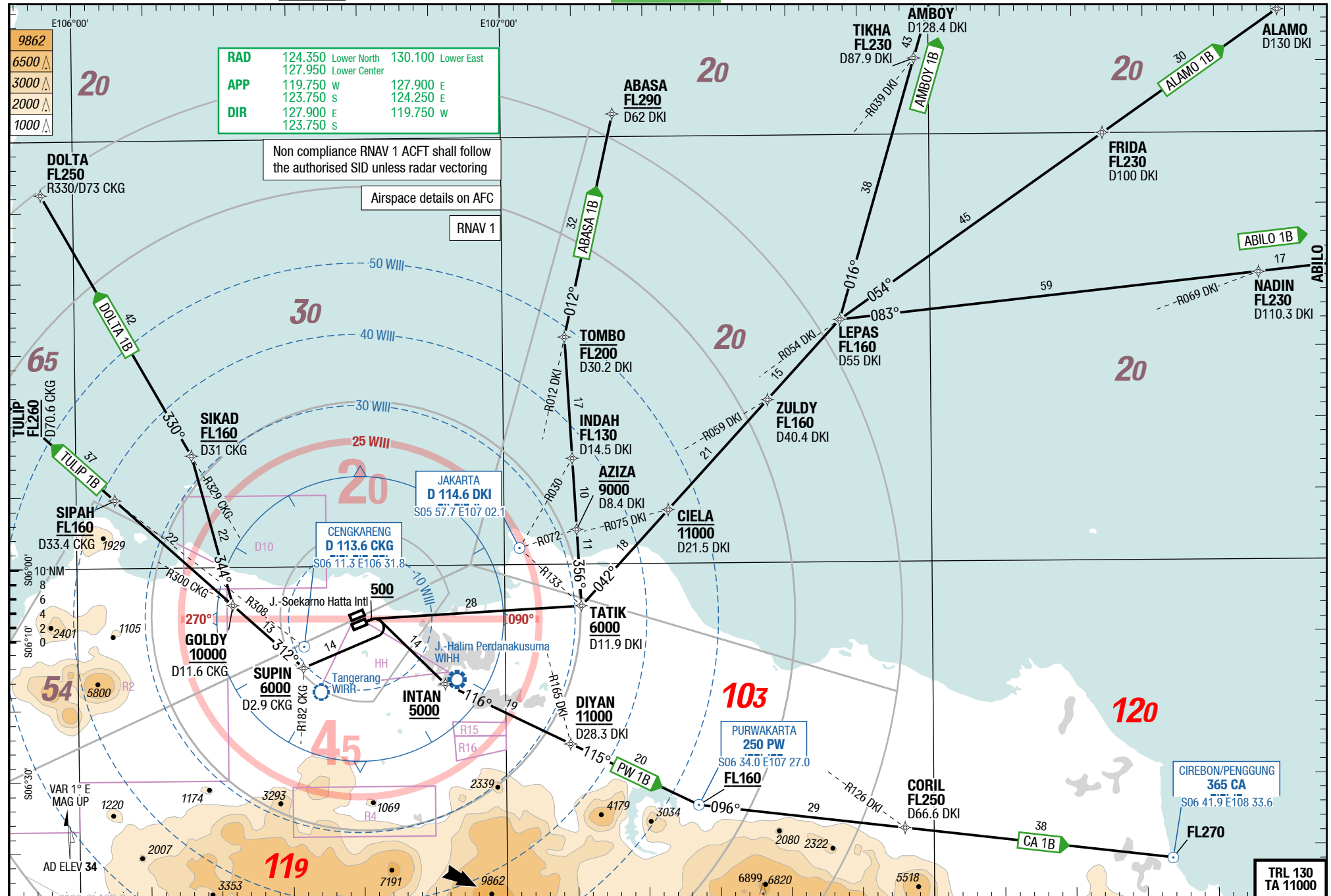
RNAV SIDs RWY 07R

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RNAV SIDs RWY 07R



Changes: FREQ, OBST, Note, SUAs

18-JAN-2018

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RNAV SIDs RWY 25R

4-30

RNAV SIDs RWY 25L

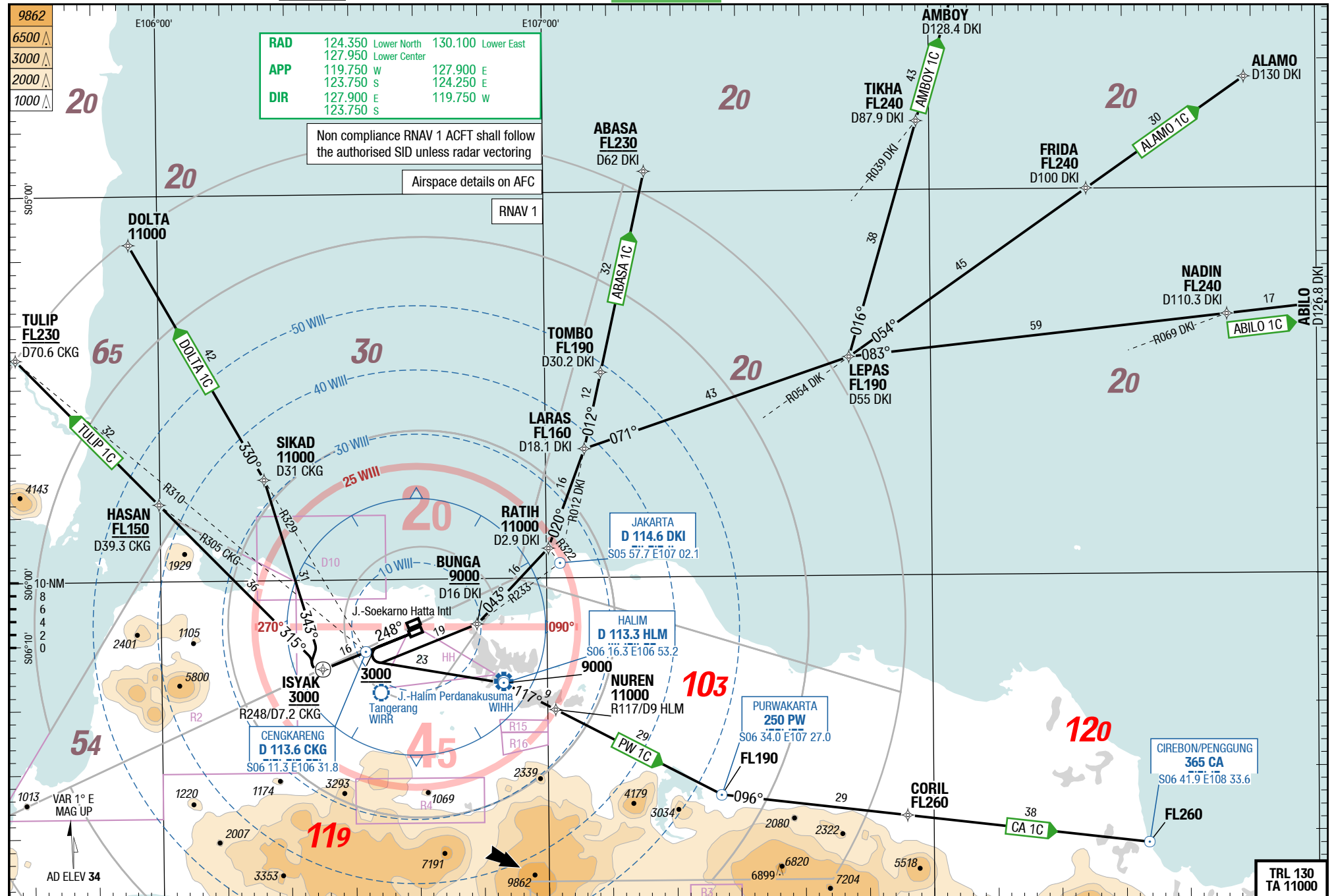
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RNAV SIDs RWY 25R

RNAV SIDs RWY 25L





18-JAN-2018

CGK-WIII

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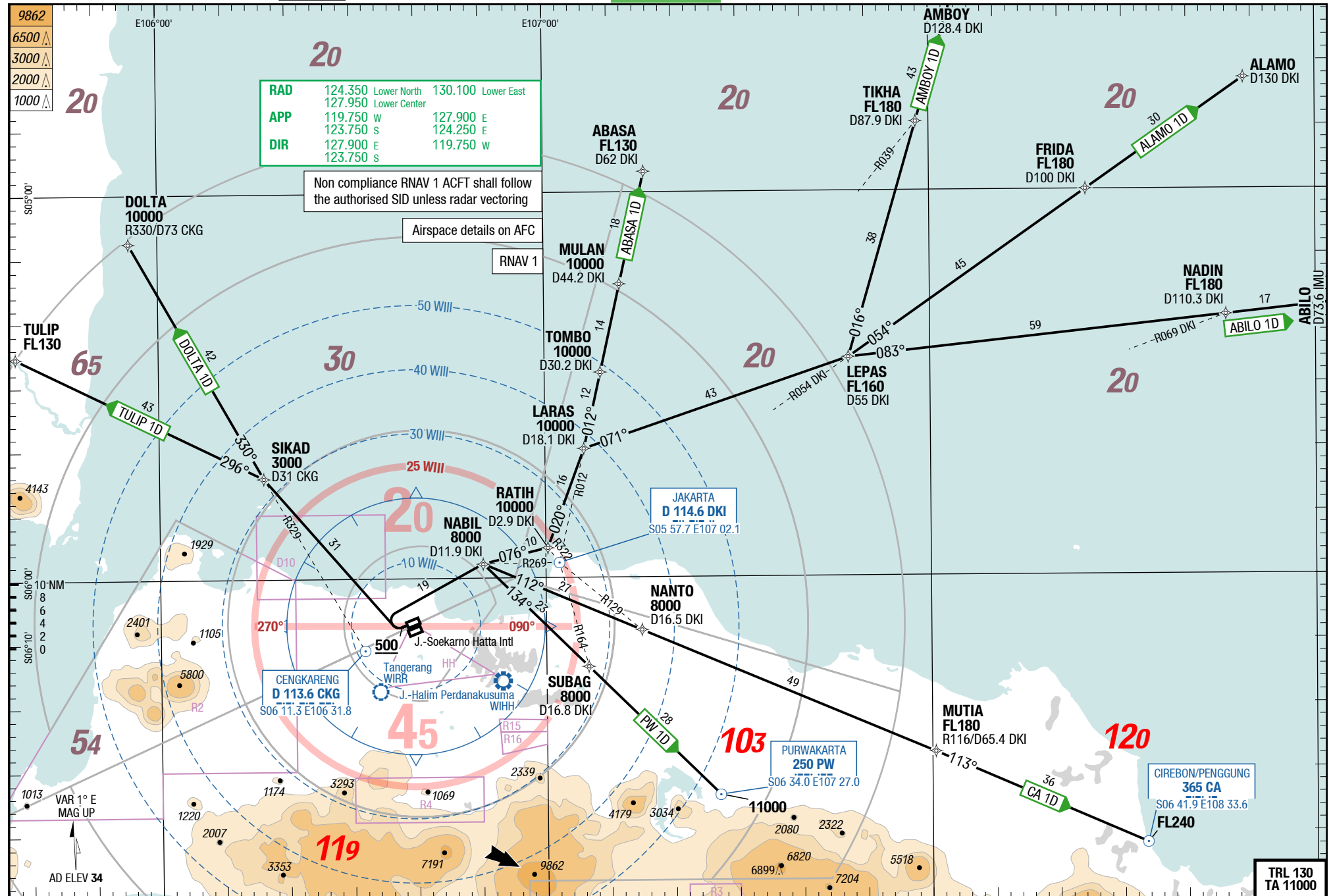
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4-40

RNAV SIDs RWY 25R

RNAV SIDs RWY 25R



Changes: FREQ, OBST, Note, SUAs

## CGK-WIII

5-10

## RNAV SIDs RWY 07L

SIDPT

## ABASA 1A / ABILO 1A / ALAMO 1A / AMBOY 1A

RWY 07L (068°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 07L	
<b>ABASA 1A</b> 127.900	at MNM 500 LT direct ESTIA - ANDIS - TOMBO - ABASA  <b>FMS</b> [A500+ ;L] - ESTIA - ANDIS - TOMBO - ABASA	ESTIA MAX 8000 ANDIS MAX 11000 TOMBO at 11000 ABASA MAX FL250  ESTIA MAX 8000 ANDIS MAX 11000 TOMBO at 11000 ABASA MAX FL250
<b>ABILO 1A</b> 127.900	at MNM 500 LT direct ESTIA - RATNA - LEPAS - NADIN - ABILO  <b>FMS</b> [A500+ ;L] - ESTIA - RATNA - LEPAS - NADIN - ABILO	ESTIA MAX 8000 RATNA at FL170 LEPAS MAX FL230 NADIN MAX FL290  ESTIA MAX 8000 RATNA at FL170 LEPAS MAX FL230 NADIN MAX FL290
<b>ALAMO 1A</b> 127.900	at MNM 500 LT direct ESTIA - RATNA - LEPAS - FRIDA - ALAMO  <b>FMS</b> [A500+ ;L] - ESTIA - RATNA - LEPAS - FRIDA - ALAMO	ESTIA MAX 8000 RATNA at FL170 LEPAS MAX FL230 FRIDA MAX FL290  ESTIA MAX 8000 RATNA at FL170 LEPAS MAX FL230 FRIDA MAX FL290
<b>AMBOY 1A</b> 127.900	at MNM 500 LT direct ESTIA - RATNA - LEPAS - TIKHA - AMBOY  <b>FMS</b> [A500+ ;L] - ESTIA - RATNA - LEPAS - TIKHA - AMBOY	ESTIA MAX 8000 RATNA at FL170 LEPAS MAX FL230 TIKHA MAX FL290  ESTIA MAX 8000 RATNA at FL170 LEPAS MAX FL230 TIKHA MAX FL290



**CIREBON 1A / DOLTA 1A / PURWAKARTA 1A / TULIP 1A**

RWY 07L (068°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 07L</b>	
<b>CIREBON 1A</b> <b>CA 1A</b> <b>127.900</b>	at MNM <b>500 LT</b> direct PUSPA - TATIK - MUTIA - <b>CA</b>  <b>FMS</b> [A500+ ;L] - PUSPA - TATIK - MUTIA - CA	TATIK MAX <b>5000</b> MUTIA MAX <b>FL230</b> CA at <b>FL230</b>  TATIK MAX <b>5000</b> MUTIA MAX <b>FL230</b> CA at <b>FL230</b>
<b>DOLTA 1A</b> <b>119.750</b>	at MNM <b>500 LT</b> direct PUTRI - ADELA - SIKAD - DOLTA  <b>FMS</b> [A500+ ;L] - PUTRI - ADELA - SIKAD - DOLTA	PUTRI MAX <b>4000</b> ADELA MAX <b>8000</b> SIKAD MAX <b>FL140</b> DOLTA at <b>FL140</b>  PUTRI MAX <b>4000</b> ADELA MAX <b>8000</b> SIKAD MAX <b>FL140</b> DOLTA at <b>FL140</b>
<b>PURWAKARTA 1A</b> <b>PW 1A</b> <b>127.900</b>	at MNM <b>500 LT</b> direct PUSPA - TATIK - UTARI - <b>PW</b>  <b>FMS</b> [A500+ ; L] - PUSPA - TATIK - UTARI - PW	TATIK MAX <b>5000</b> UTARI MAX <b>10000</b> <b>PW MAX 10000</b>  TATIK MAX <b>5000</b> UTARI MAX <b>10000</b> <b>PW MAX 10000</b>
<b>TULIP 1A</b> <b>119.750</b>	at MNM <b>500 LT</b> direct PUTRI - ADELA - SIKAD - TULIP  <b>FMS</b> [A500+ ;L] - PUTRI - ADELA - SIKAD - TULIP	PUTRI MAX <b>4000</b> ADELA MAX <b>8000</b> SIKAD MAX <b>FL140</b> TULIP at <b>FL140</b>  PUTRI MAX <b>4000</b> ADELA MAX <b>8000</b> SIKAD MAX <b>FL140</b> TULIP at <b>FL140</b>

24-MAR-2016

**CGK-WIII**

5-30

**RNAV SIDs RWY 07R****ABASA 1B / ABILO 1B / ALAMO 1B / AMBOY 1B / CIREBON 1B / DOLTA 1B / PURWAKARTA 1B**

RWY 07R (068°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 07R</b>	
<b>ABASA 1B</b> <b>127.900</b>	at MNM <b>500 RT</b> direct TATIK - AZIZA - INDAH- TOMBO - ABASA  <b>FMS</b> [A500+ ; R] - TATIK [A6000+] - AZIZA [9000-] - INDAH [F130] - TOMBO [F200-] - ABASA [F290+]	TATIK MNM <b>6000</b> AZIZA MAX <b>9000</b> INDAH at <b>FL130</b> TOMBO MAX <b>FL200</b> ABASA MNM <b>FL290</b>
<b>ABILO 1B</b> <b>127.900</b>	at MNM <b>500 RT</b> direct TATIK - CIELA - ZULDY - LEPAS - NADIN - ABILO  <b>FMS</b> [A500+ ;R] - TATIK [A6000+] - CIELA [A11000-] - ZULDY [F160] - LEPAS [F160] - NADIN [F230] - ABILO	TATIK MNM <b>6000</b> CIELA MAX <b>11000</b> ZULDY at <b>FL160</b> LEPAS at <b>FL160</b> NADIN at <b>FL230</b>
<b>ALAMO 1B</b> <b>127.900</b>	at MNM <b>500 RT</b> direct TATIK - CIELA - ZULDY - LEPAS - FRIDA - ALAMO  <b>FMS</b> [A500+ ; R] - TATIK [A6000+] - CIELA [A11000-] - ZULDY [F160] - LEPAS [F160] - FRIDA [F230] - ALAMO	TATIK MNM <b>6000</b> CIELA MAX <b>11000</b> ZULDY at <b>FL160</b> LEPAS at <b>FL160</b> FRIDA at <b>FL230</b>
<b>AMBOY 1B</b> <b>127.900</b>	at MNM <b>500 RT</b> direct TATIK - CIELA - ZULDY - LEPAS - TIKHA - AMBOY  <b>FMS</b> [A500+ ;R] - TATIK [A6000+] - CIELA [A11000-] - ZULDY [F160] - LEPAS [F160] - TIKHA [F230] - AMBOY	TATIK MNM <b>6000</b> CIELA MAX <b>11000</b> ZULDY at <b>FL160</b> LEPAS at <b>FL160</b> TIKHA at <b>FL230</b>
<b>CIREBON 1B</b> <b>CA 1B</b> <b>127.900</b>	at MNM <b>500 RT</b> direct INTAN - DIYAN - <b>PW</b> - CORIL - <b>CA</b>  <b>FMS</b> [A500+ ;R] - INTAN [A5000+] - DIYAN [11000+] - PW [F160+] - CORIL [F250] - CA [F270]	INTAN MNM <b>5000</b> DIYAN MNM <b>11000</b> <b>PW</b> MNM <b>FL160</b> CORIL at <b>FL250</b> <b>CA</b> at <b>FL270</b>
<b>DOLTA 1B</b> <b>119.750</b>	at MNM <b>500 RT</b> direct SUPIN - GOLDY - SIKAD - DOLTA  <b>FMS</b> [A500+ ;R] - SUPIN [A6000+] - GOLDY [A10000+] - SIKAD [F160+] - DOLTA [F250]	SUPIN MNM <b>6000</b> GOLDY MNM <b>10000</b> SIKAD MNM <b>FL160</b> DOLTA at <b>FL250</b>
<b>PURWAKARTA 1B</b> <b>PW 1B</b> <b>127.900</b>	at MNM <b>500 RT</b> direct INTAN - DIYAN - <b>PW</b>  <b>FMS</b> [A500+ ;R] - INTAN [A5000+] - DIYAN [A11000+] - PW [F160+]	INTAN MNM <b>5000</b> DIYAN MNM <b>11000</b> <b>PW</b> MNM <b>FL160</b>

Changes: Altitudes

24-MAR-2016

**CGK-WIII**

5-40

**RNAV SIDs RWY 07R****SIDPT****TULIP 1B**

RWY 07R (068°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 07R</b>	
<b>TULIP 1B</b> <b>119.750</b>	at MNM <b>500 RT</b> direct SUPIN - GOLDY - SIPAH - TULIP  <b>FMS</b> [A500+ ;R] - SUPIN [A6000+] - GOLDY [A10000+] - SIPAH [F160+] - TULIP [F260+]	SUPIN MNM <b>6000</b> GOLDY MNM <b>10000</b> SIPAH MNM <b>FL160</b> TULIP MNM <b>FL260</b>

Changes: Altitudes

**ABASA 1C / ABILO 1C / ALAMO 1C**

RWY 25L (248°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 25L</b>	
<b>ABASA 1C</b> <b>127.900</b>	at MNM <b>3000 LT</b> direct BUNGA - RATIH - LARAS - TOMBO - ABASA  <b>FMS</b> [A3000+ ; L] - BUNGA - RATIH - LARAS - TOMBO - ABASA	BUNGA MNM <b>9000</b> RATIH at <b>11000</b> LARAS at <b>FL160</b> TOMBO at <b>FL190</b> ABASA MNM <b>FL230</b>  BUNGA MNM <b>9000</b> RATIH at <b>11000</b> LARAS at <b>FL160</b> TOMBO at <b>FL190</b> ABASA MNM <b>FL230</b>
<b>ABILO 1C</b> <b>127.900</b>	at MNM <b>3000 LT</b> direct BUNGA - RATIH - LARAS - LEPAS - NADIN - ABILO  <b>FMS</b> [A3000+ ; L] - BUNGA - RATIH - LARAS - LEPAS - NADIN - ABILO	BUNGA MNM <b>9000</b> RATIH at <b>11000</b> LARAS at <b>FL160</b> LEPAS at <b>FL190</b> NADIN at <b>FL240</b>  BUNGA MNM <b>9000</b> RATIH at <b>11000</b> LARAS at <b>FL160</b> LEPAS at <b>FL190</b> NADIN at <b>FL240</b>
<b>ALAMO 1C</b> <b>127.900</b>	at MNM <b>3000 LT</b> direct BUNGA - RATIH - LARAS - LEPAS - FRIDA - ALAMO  <b>FMS</b> [A3000+ ; L] - BUNGA - RATIH - LARAS - LEPAS - FRIDA - ALAMO	BUNGA MNM <b>9000</b> RATIH at <b>11000</b> LARAS at <b>FL160</b> LEPAS at <b>FL190</b> FRIDA at <b>FL240</b>  BUNGA MNM <b>9000</b> RATIH at <b>11000</b> LARAS at <b>FL160</b> LEPAS at <b>FL190</b> FRIDA at <b>FL240</b>

**AMBOY 1C / CIREBON 1C / DOLTA 1C / PURWAKARTA 1C**

RWY 25L (248°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 25L</b>	
<b>AMBOY 1C</b> 127.900	at MNM <b>3000 LT</b> direct BUNGA - RATIH - LARAS - LEPAS - TIKHA - AMBOY  <b>FMS</b> [A3000+ ;L] - BUNGA - RATIH - LARAS - LEPAS - TIKHA - AMBOY	BUNGA MNM <b>9000</b> RATIH at <b>11000</b> LARAS at <b>FL160</b> LEPAS at <b>FL190</b> TIKHA at <b>FL240</b>  BUNGA MNM <b>9000</b> RATIH at <b>11000</b> LARAS at <b>FL160</b> LEPAS at <b>FL190</b> TIKHA at <b>FL240</b>
<b>CIREBON 1C</b> <b>CA 1C</b> 127.900	at MNM <b>3000 LT</b> direct HLM - NUREN - PW - CORIL - CA  <b>FMS</b> [A3000+ ;L] - HLM - NUREN - PW - CORIL - CA	HLM at <b>9000</b> NUREN at <b>11000</b> PW at <b>FL190</b> CORIL at <b>FL260</b> CA at <b>FL260</b>  HLM at <b>9000</b> NUREN at <b>11000</b> PW at <b>FL190</b> CORIL at <b>FL260</b> CA at <b>FL260</b>
<b>DOLTA 1C</b> 119.750	direct ISYAK - SIKAD - DOLTA  <b>FMS</b> ISYAK - SIKAD - DOLTA	ISYAK MNM <b>3000</b> SIKAD at <b>11000</b> DOLTA at <b>11000</b>  ISYAK MNM <b>3000</b> SIKAD at <b>11000</b> DOLTA at <b>11000</b>
<b>PURWAKARTA 1C</b> <b>PW 1C</b> 127.900	at MNM <b>3000 LT</b> direct HLM - NUREN - PW  <b>FMS</b> [A3000+ ; L] - HLM - NUREN - PW	HLM at <b>9000</b> NUREN at <b>11000</b> PW at <b>FL190</b>  HLM at <b>9000</b> NUREN at <b>11000</b> PW at <b>FL190</b>

**TULIP 1C**

RWY 25L (248°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 25L	
<b>TULIP 1C</b> <b>119.750</b>	direct ISYAK - HASAN - TULIP	ISYAK MNM <b>3000</b> HASAN MNM <b>FL150</b> TULIP MNM <b>FL230</b>
	<b>FMS</b> <u>ISYAK</u> - HASAN - TULIP	ISYAK MNM <b>3000</b> HASAN MNM <b>FL150</b> TULIP MNM <b>FL230</b>

## CGK-WIII

5-80

## RNAV SIDs RWY 25R

ABASA 1D / ABILO 1D / ALAMO 1D / AMBOY 1D / CIREBON 1D / DOLTA 1D / PURWAKARTA 1D

RWY 25R (248°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 25R	
<b>ABASA 1D</b> 127.900	at MNM 500 RT direct NABIL- RATIH - LARAS - TOMBO - MULAN - ABASA  <b>FMS</b> [A500+ ;R] - NABIL [A8000] - RATIH [10000] - LARAS [10000] - TOMBO [10000] - MULAN [10000] - ABASA [F130]	NABIL at 8000 RATIH at 10000 LARAS at 10000 TOMBO at 10000 MULAN at 10000 ABASA at FL130
<b>ABILO 1D</b> 127.900	at MNM 500 RT direct NABIL- RATIH - LARAS - LEPAS - NADIN - ABILO  <b>FMS</b> [A500+ ;R] - NABIL [A8000] - RATIH [10000] - LARAS [10000] - LEPAS [F160] - NADIN [F180] - ABILO	NABIL at 8000 RATIH at 10000 LARAS at 10000 LEPAS at FL160 NADIN at FL180
<b>ALAMO 1D</b> 127.900	at MNM 500 RT direct NABIL- RATIH - LARAS - LEPAS - FRIDA - ALAMO  <b>FMS</b> [A500+ ;R] - NABIL [A8000] - RATIH [10000] - LARAS [10000] - LEPAS [F160] - FRIDA [F180] - ALAMO	NABIL at 8000 RATIH at 10000 LARAS at 10000 LEPAS at FL160 FRIDA at FL180
<b>AMBOY 1D</b> 127.900	at MNM 500 RT direct NABIL - RATIH - LARAS - LEPAS - TIKHA - AMBOY  <b>FMS</b> [A500+ ; R] - NABIL [A8000] - RATIH [10000] - LARAS [10000] - LEPAS [F160] - TIKHA [F180] - AMBOY	NABIL at 8000 RATIH at 10000 LARAS at 10000 LEPAS at FL160 TIKHA at F180
<b>CIREBON 1D</b> <b>CA 1D</b> 127.900	at MNM 500 RT direct NABIL- NANTO - MUTIA - CA  <b>FMS</b> [A500+ ;R] - NABIL [A8000] - NANTO [A8000] - MUTIA [F180] - CA [F240]	NABIL at 8000 NANTO at 8000 MUTIA at FL180 CA at FL240
<b>DOLTA 1D</b> 119.750	at MNM 500 RT direct SIKAD - DOLTA  <b>FMS</b> [A500+ ; R] - SIKAD [A3000] - DOLTA [10000]	SIKAD at 3000 DOLTA at 10000
<b>PURWAKARTA 1D</b> <b>PW 1D</b> 127.900	at MNM 500 RT direct NABIL- SUBAG - PW  <b>FMS</b> [A500+ ; R] - NABIL [A8000] - SUBAG [A8000] - PW [11000]	NABIL at 8000 SUBAG at 8000 PW at 11000



**TULIP 1D**

RWY 25R (248°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 25R	
<b>TULIP 1D</b> <b>119.750</b>	at MNM 500 RT direct SIKAD- TULIP  <b>FMS</b> [A500+ ;R] - SIKAD [A3000] - TULIP [F130]	SIKAD at <b>3000</b> TULIP at <b>FL130</b>

18-JAN-2018

CGK-WIII

Indonesia **Jakarta** Soekarno Hatta Intl

RNAV STARs RWY 07R

6-10

RNAV STARs RWY 07L

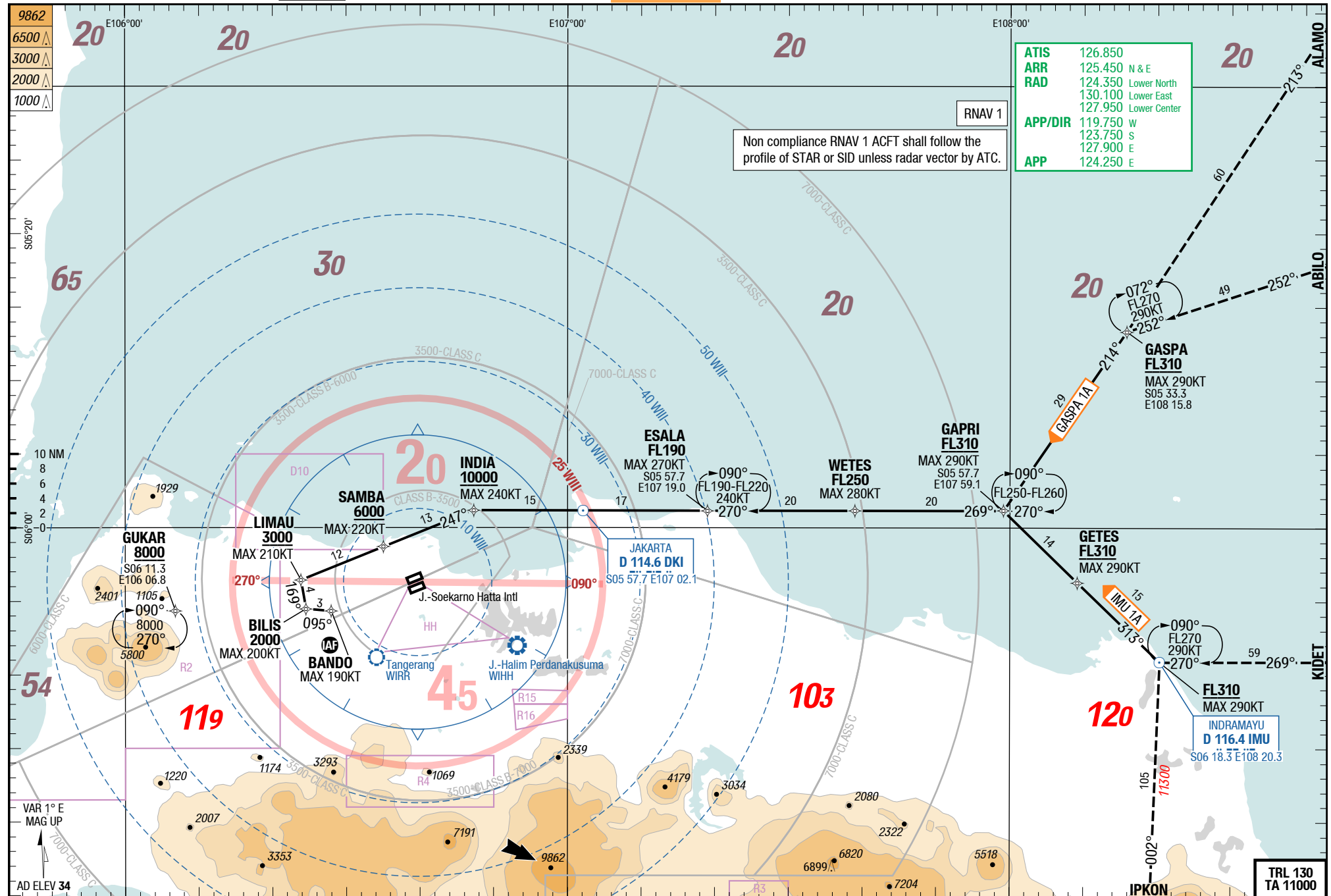
STAR

STAR

Soekarno Hatta Intl **Jakarta** Indonesia

RNAV STARs RWY 07R

RNAV STARs RWY 07L



Changes: FREQ, Note, SUAs

18-JAN-2018

Indonesia **Jakarta** Soekarno Hatta Intl

STAR

STAR

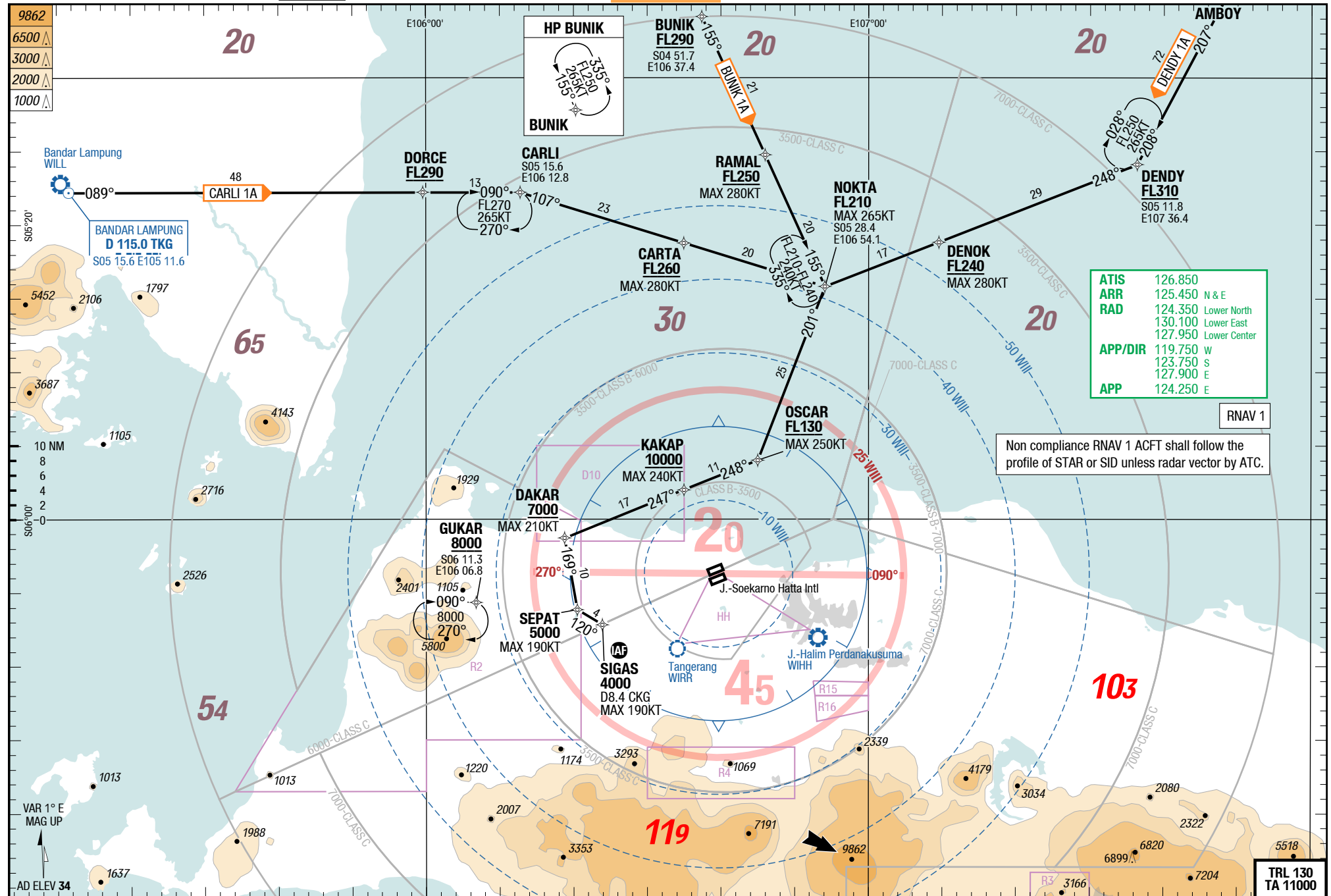
Soekarno Hatta Intl **Jakarta** Indonesia

CGK-WIII

6-20

RNAV STARs RWY 07R

RNAV STARs RWY 07R



Changes: FREQ, OBST, Note, SUAs

18-JAN-2018

CGK-WIII

Indonesia **Jakarta** Soekarno Hatta Intl

RNAV STARs RWY 25R

6-30

RNAV STARs RWY 25L

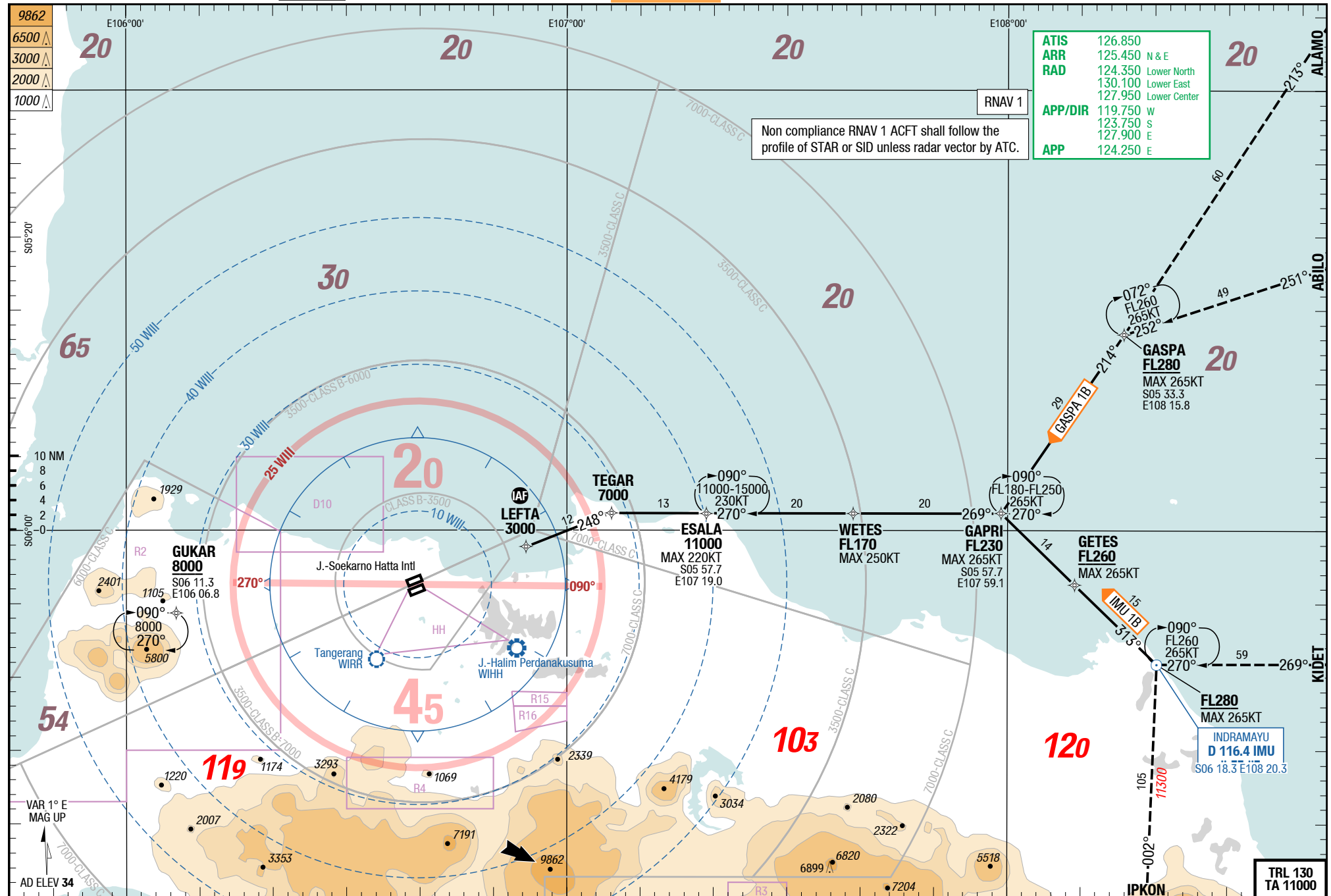
STAR

STAR

Soekarno Hatta Intl **Jakarta** Indonesia

RNAV STARs RWY 25R

RNAV STARs RWY 25L



Changes: FREQ, SUAs, Note

## CGK-WIII

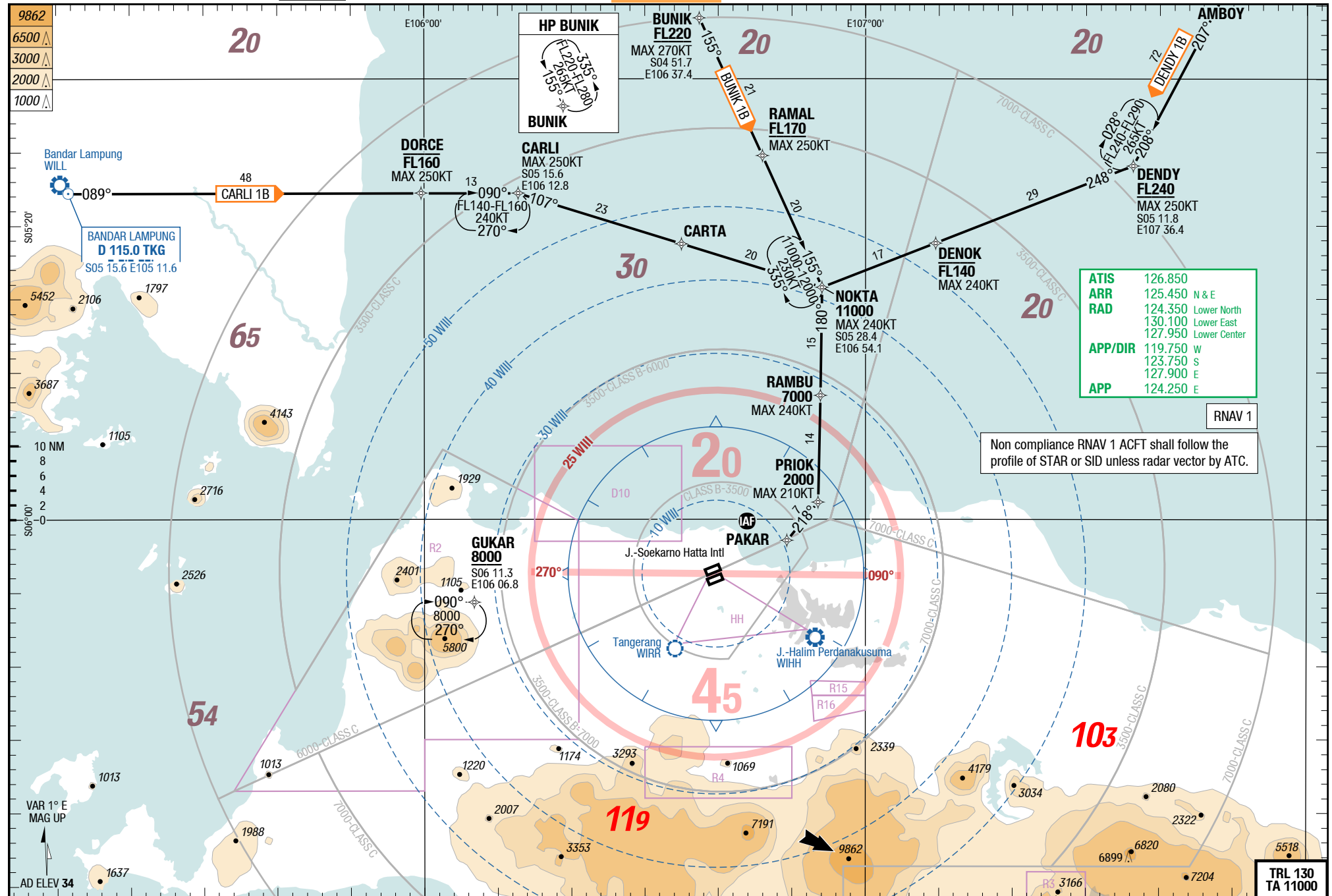
6-40

## RNAV STARs RWY 25R

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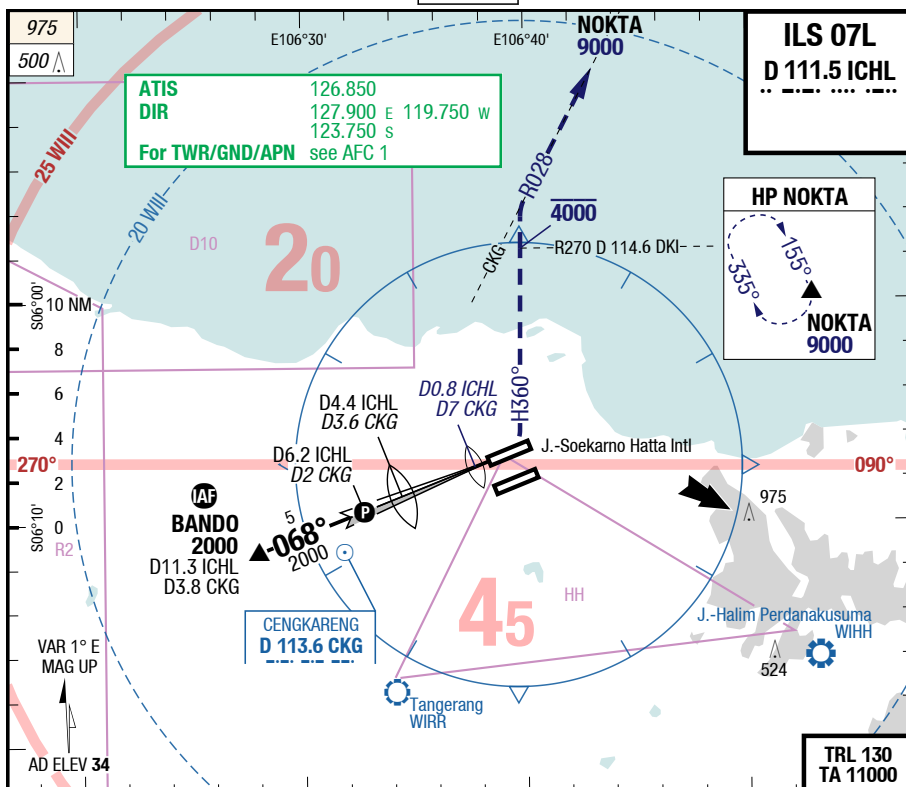
# STAR

## RNAV STARs RWY 25R

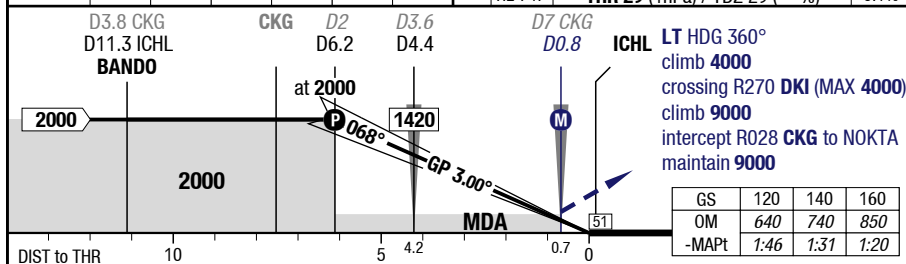


Changes: FREQ, OBST, Note, SUAs

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LOC 3.00°	6.4	6	5	4	3	2	
D ICHL	2000	1960	1630	1310	990	670	



<b>07L</b>		<b>Cat 1 DME</b>	<b>Cat 1 DME</b> APL U/S <sup>1)</sup>	<b>LOC DME</b>	<b>LOC DME</b> APL U/S	<b>Circling</b>
C	ft - m/km ft	260 - 800V <b>280</b>	260 - 1.4V <b>280</b>	340 - 900V <b>360</b>	340 - 1.8V <b>360</b>	1010 - 5.0V <b>1040</b>
D	ft - m/km ft	260 - 800V <b>280</b>	260 - 1.4V <b>280</b>	340 - 900V <b>360</b>	340 - 1.8V <b>360</b>	1010 - 5.0V <b>1040</b>

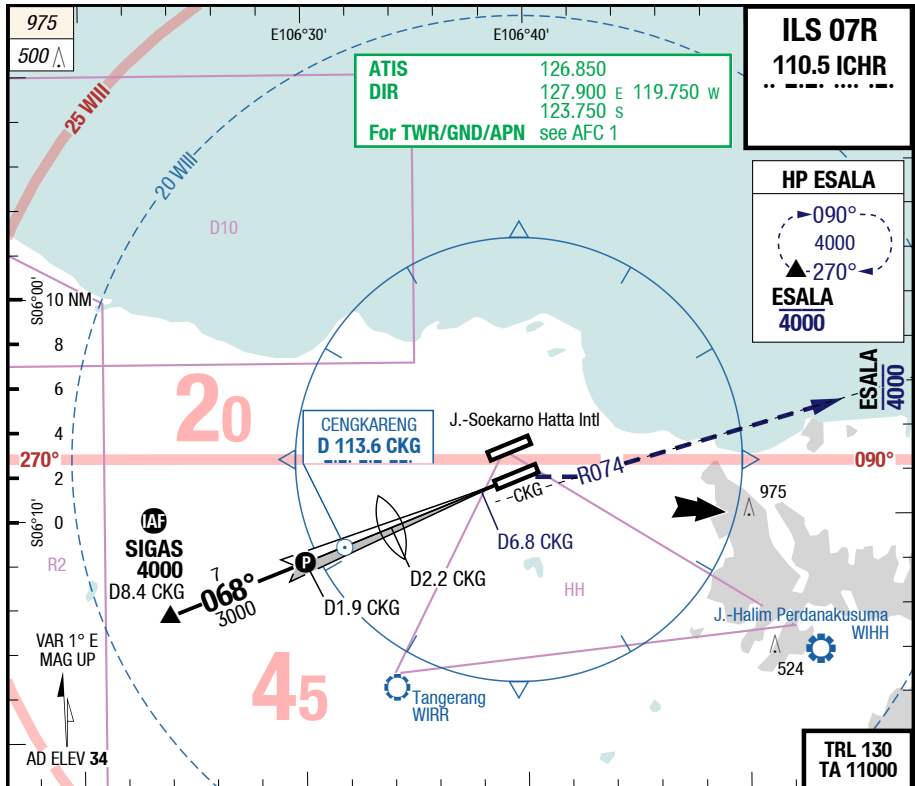
1) With EVS VIS 900m



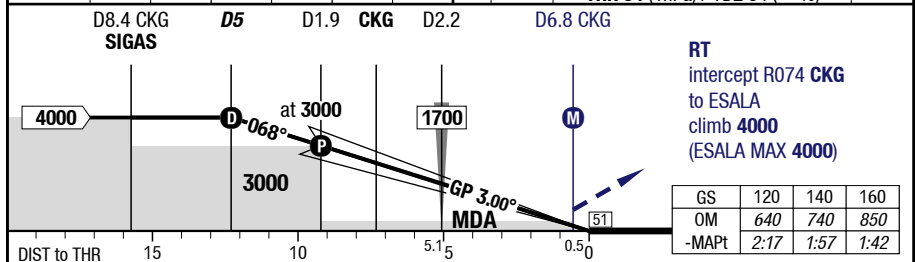
06-SEP-2018

Indonesia **Jakarta** Soekarno Hatta Intl**CGK-WIII****7-20****ILS 07R**

IAC



LOC 3.00° D CKG	5	2	CKG	2	4	6	83.0°	60 HL
	4000	3050	2420	1780	1140	510	3660 x 60	HL
	HL-P1F						THR 34 (1hPa) / TDZ 34 (---%)	-0.1%

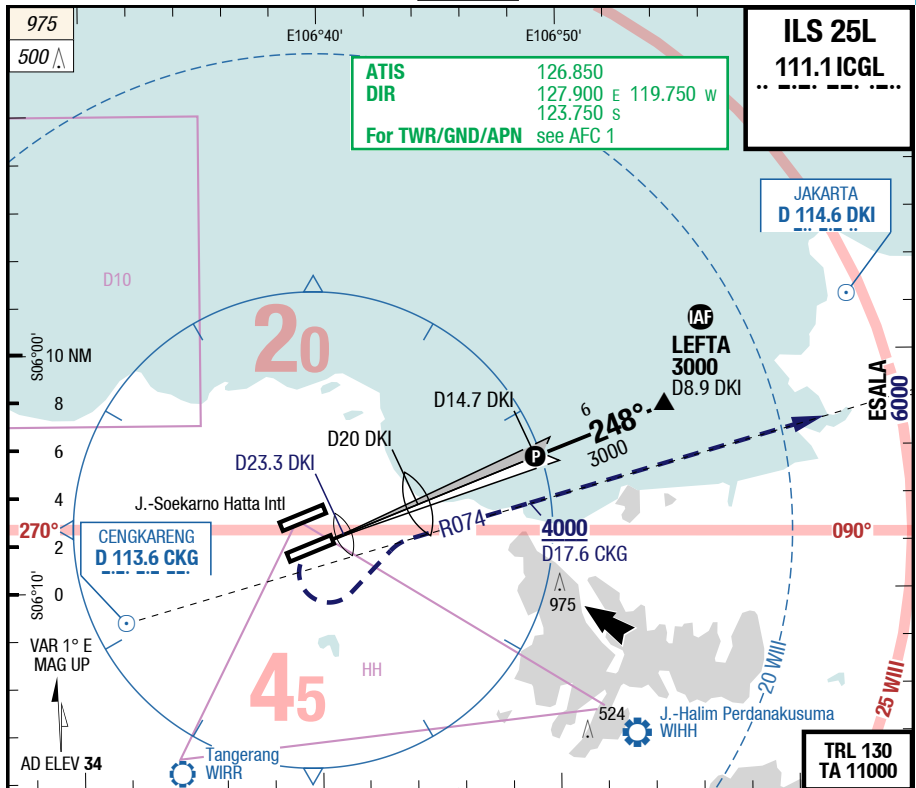


<b>07R</b>		<b>Cat 1 DME</b> CKG	<b>LOC DME</b> CKG <sup>1)</sup>	<b>LOC DME</b> CKG APL U/S	<b>Circling</b>	
C	ft - m/km ft	230 - 800V <b>260</b>	330 - 900V <b>360</b>	330 - 1.8V <b>360</b>		1010 - 5.0V <b>1040</b>
D	ft - m/km ft	230 - 800V <b>260</b>	330 - 900V <b>360</b>	330 - 1.8V <b>360</b>		1010 - 5.0V <b>1040</b>

1) Timing to determine MAPt NA

Changes: MIN, MAPt, Editorial

06-SEP-2018

Indonesia **Jakarta** Soekarno Hatta Intl**CGK-WIII****7-30****ILS 25L****IAC**

**LT**  
intercept R074 CKG  
to ESALA  
(R074/D17.6 CKG MNM 4000)  
climb 6000

GS	120	140	160
OM	640	740	850
-MAPt	1:41	1:26	1:16

<b>25L</b>		<b>Cat 1</b>	<b>Cat 1</b>	<b>LOC DME</b>	<b>LOC DME</b>	<b>Circling</b>
		GA 2.8% <sup>1)</sup>	GA 2.8%, APL U/S	DKI GA 2.8% <sup>1)</sup>	DKI GA 2.8%, APL U/S	
<b>C</b>	ft - m/km ft	290 - 800V <b>310</b>	290 - 1.5V <b>310</b> <sup>1) 2)</sup>	450 - 1.6V <b>480</b>	450 - 2.5V <b>480</b> <sup>1)</sup>	1010 - 5.0V <b>1040</b>
<b>D</b>	ft - m/km ft	290 - 800V <b>310</b>	290 - 1.5V <b>310</b> <sup>1) 2)</sup>	450 - 1.6V <b>480</b>	450 - 2.5V <b>480</b> <sup>1)</sup>	1010 - 5.0V <b>1040</b>

1) Up to 4000ft

2) With EVS VIS 1.0km

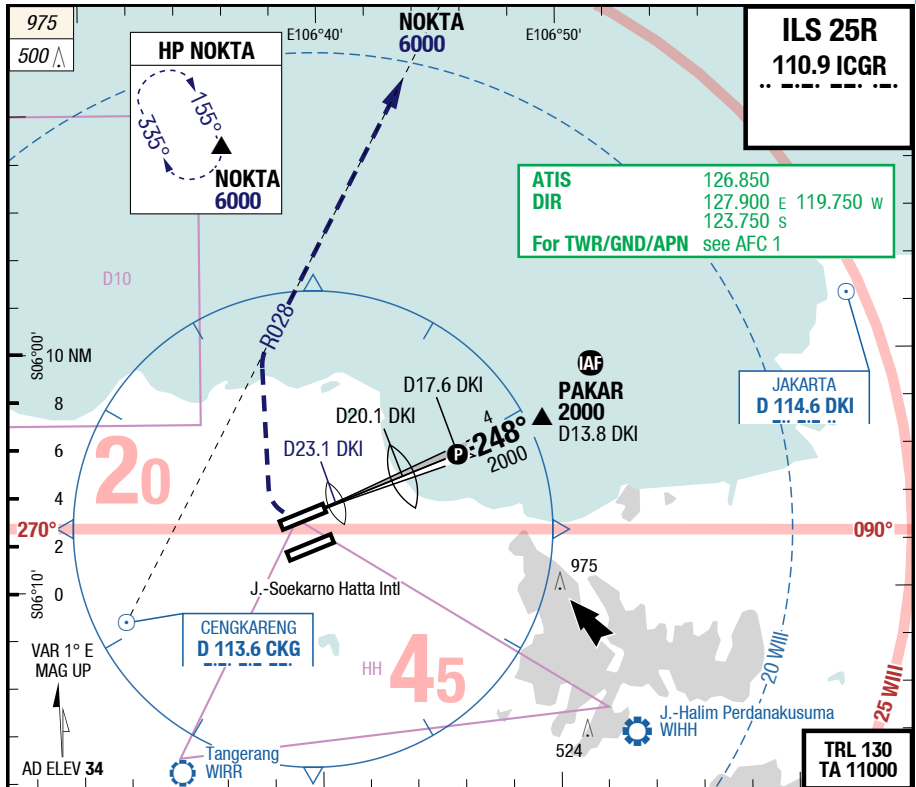
Changes: MIN, DIST ALT table, ALT, Editorial



06-SEP-2018

Indonesia **Jakarta** Soekarno Hatta Intl**CGK-WIII****7-40****ILS 25R**

IAC



<b>07L</b>		<b>RNAV GNSS</b> LNAV				<b>Circling</b>
C	ft - m/km ft	400 - 2.2V <b>420</b>				1010 - 4.0V <b>1040</b>
D	ft - m/km ft	400 - 2.2V <b>420</b>				1010 - 5.0V <b>1040</b>

06-SEP-2018

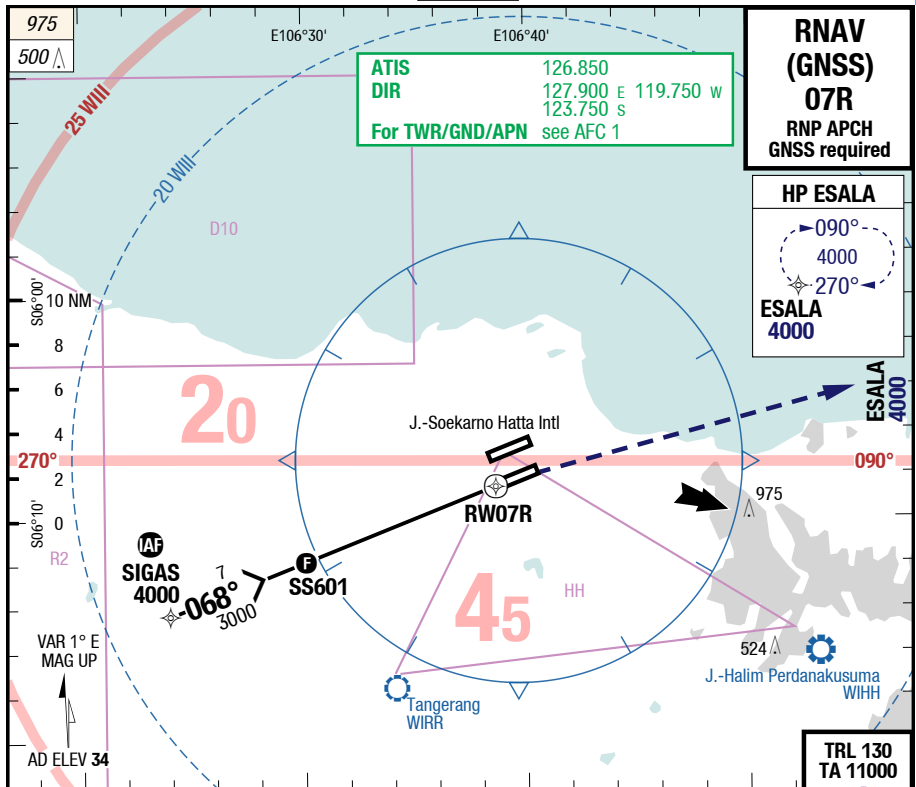
CGK-WIII

Indonesia Jakarta Soekarno Hatta Intl

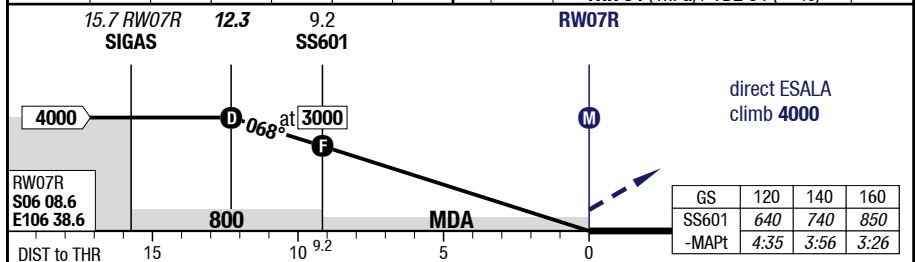
7-60

RNAV (GNSS) 07R

IAC



<b>3.00°</b> <b>RW07R</b>	12.3	10	8	6	4	2	<b>07R</b>	<b>3660 x 60</b>	<b>60 HL</b>
	4000	3270	2640	2000	1360	720			
							HL-P1F	<b>THR 34 (1hPa) / TDZ 34 (---%)</b>	-0.1%

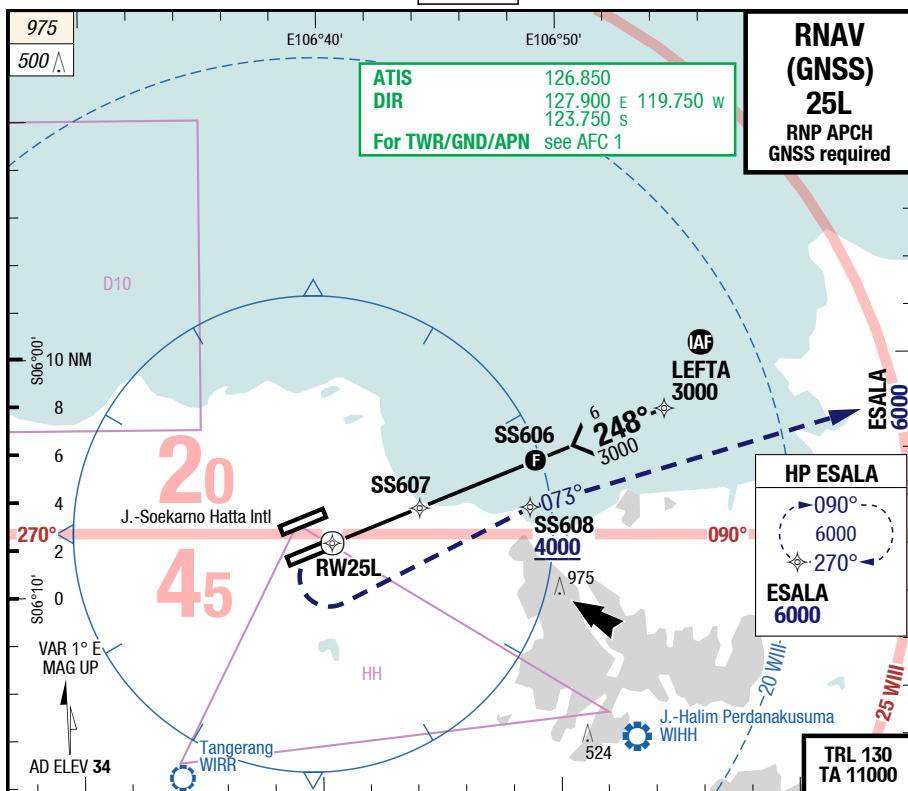


<b>07R</b>	<b>RNAV GNSS LNAV</b>				<b>Circling</b>
C	ft - m/km ft	470 - 2.5V <b>500</b>			1010 - 4.0V <b>1040</b>
D	ft - m/km ft	470 - 2.5V <b>500</b>			1010 - 5.0V <b>1040</b>

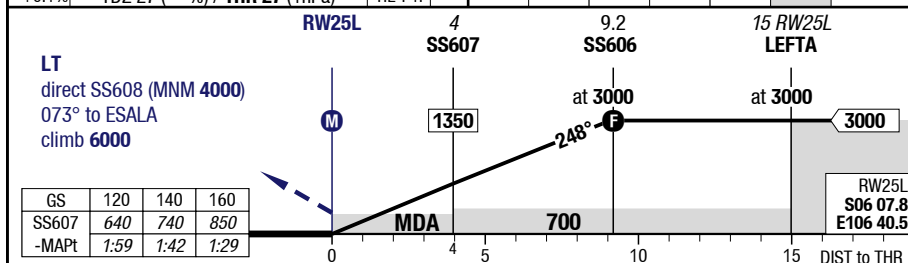
Changes: MISAP text

7-70

## RNAV (GNSS) 25L



60 HL	60 x 3660	25L	3	5	7	9	9.2	3.00°
+0.1%	TDZ 27 (---%) / THR 27 (1hPa)	HL -P1F	1050	1690	2340	2980	3000	RW25L



<b>25L</b>		<b>RNAV GNSS</b> LNAV GA 2.8% 1)					<b>Circling</b>
C	ft - m/km ft	530 - 2.9V <b>550</b>					1010 - 4.0V <b>1040</b>
D	ft - m/km ft	530 - 2.9V <b>550</b>					1010 - 5.0V <b>1040</b>

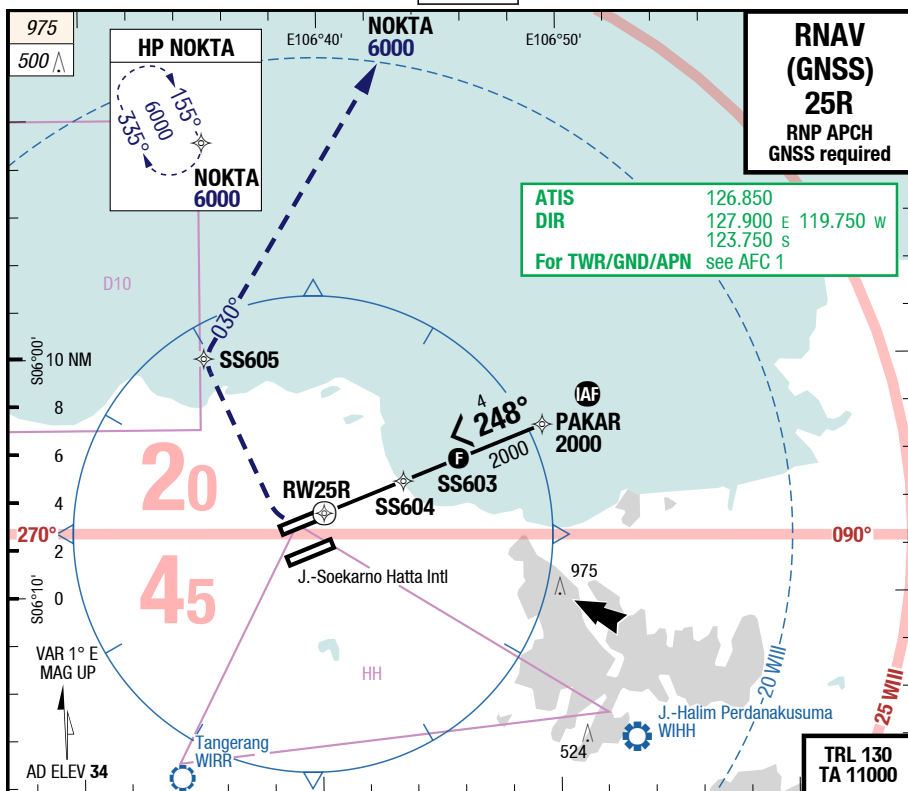
1) Up to 4000ft

Changes: FREQ

CGK-WIII

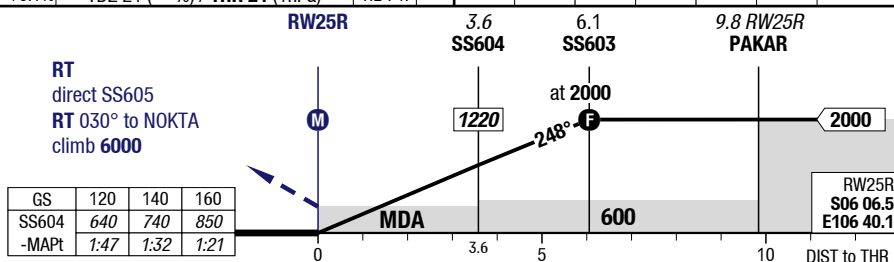
7-80

RNAV (GNSS) 25R



60 HL	60 x 3600	3.0°	25R
+0.1%	TDZ 21 (---%) / THR 21 (1hPa)	HL-P1F	

2	3	4	5	6	6.1	3.00°
710	1030	1350	1670	1990	2000	RW25R

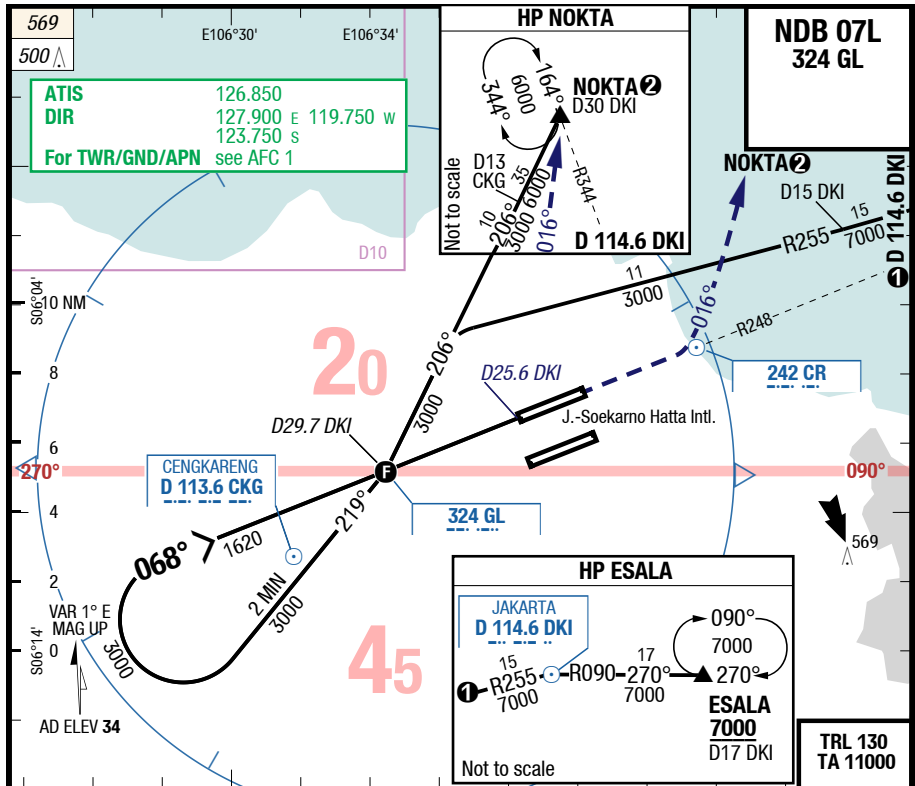


25R	RNAV GNSS	LNNAV	Circling
C	ft - m/km	470 - 2.7V	1010 - 4.0V
	ft	490	1040
D	ft - m/km	470 - 2.7V	1010 - 5.0V
	ft	490	1040

CGK-WIII

7-90

NDB 07L



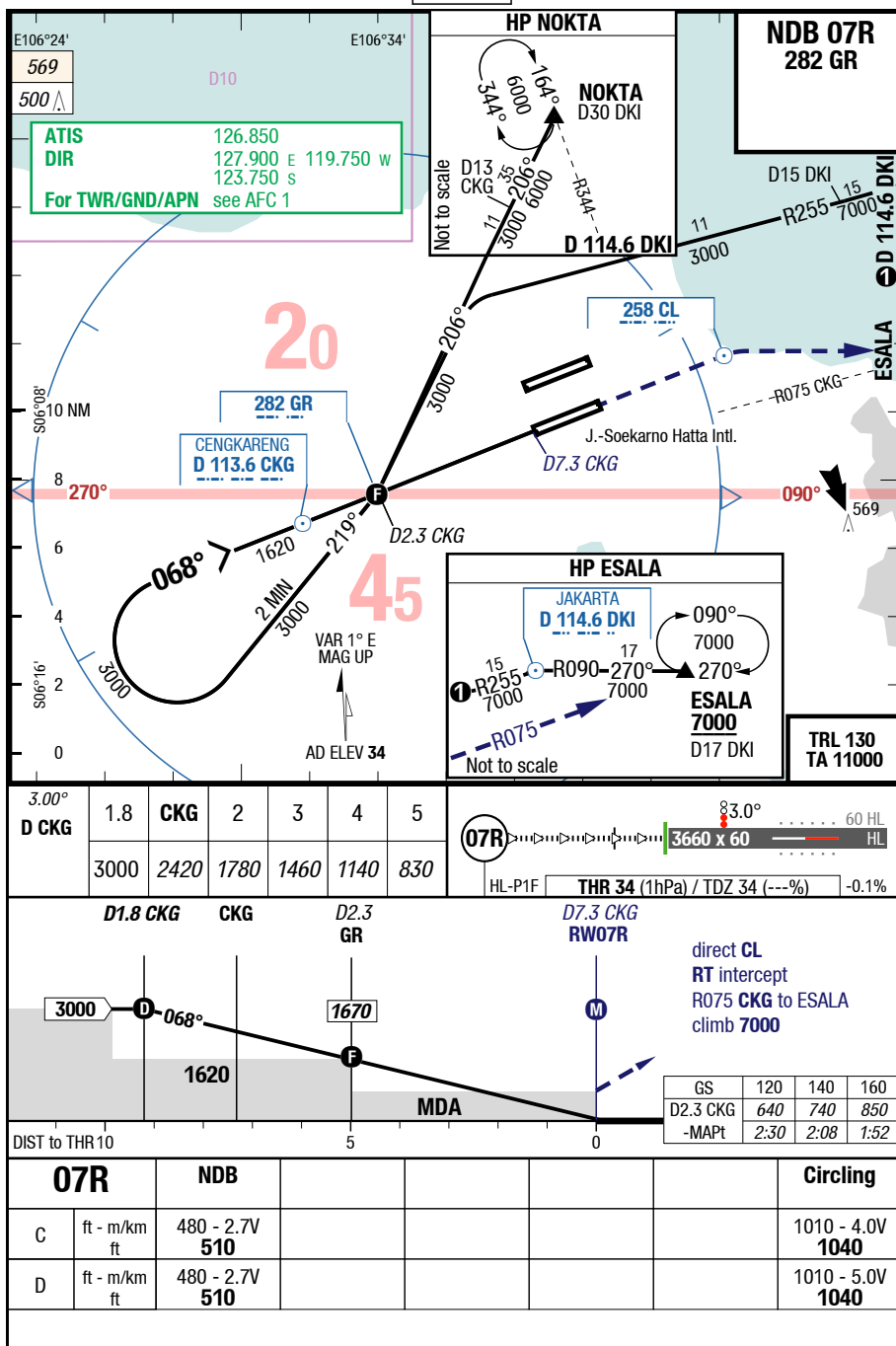
07L		NDB		Circling	
C	ft - m/km ft	490 - 2.7V 510		1010 - 4.0V 1040	
D	ft - m/km ft	490 - 2.7V 510		1010 - 5.0V 1040	

Changes: FREQ

## CGK-WIII

**7-100**

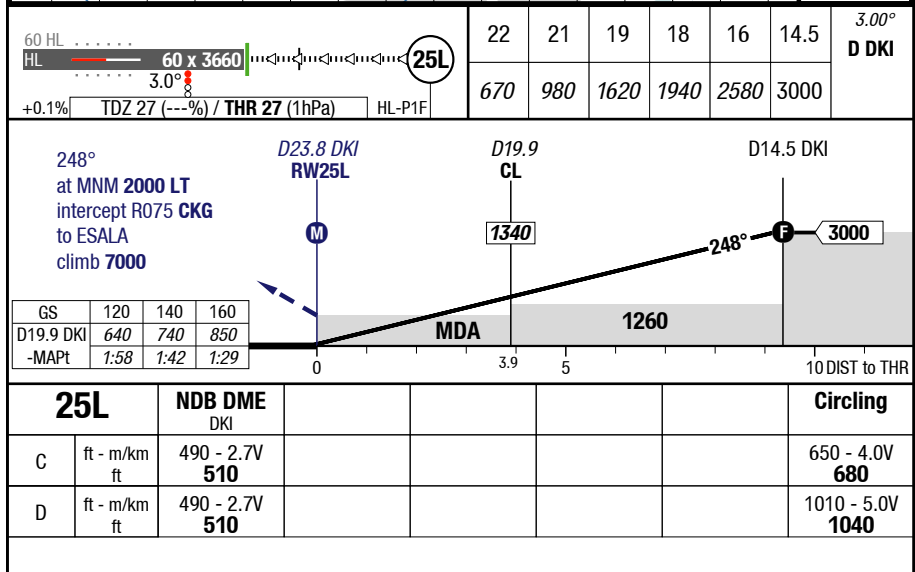
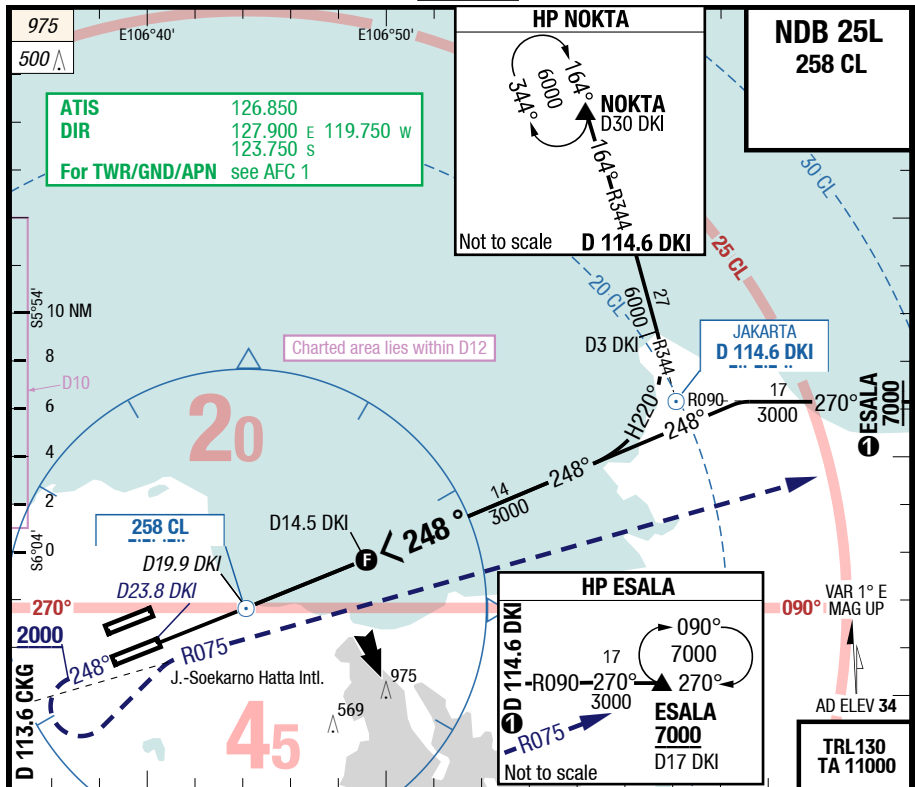
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CGK-WIII

7-110

NDB 25L

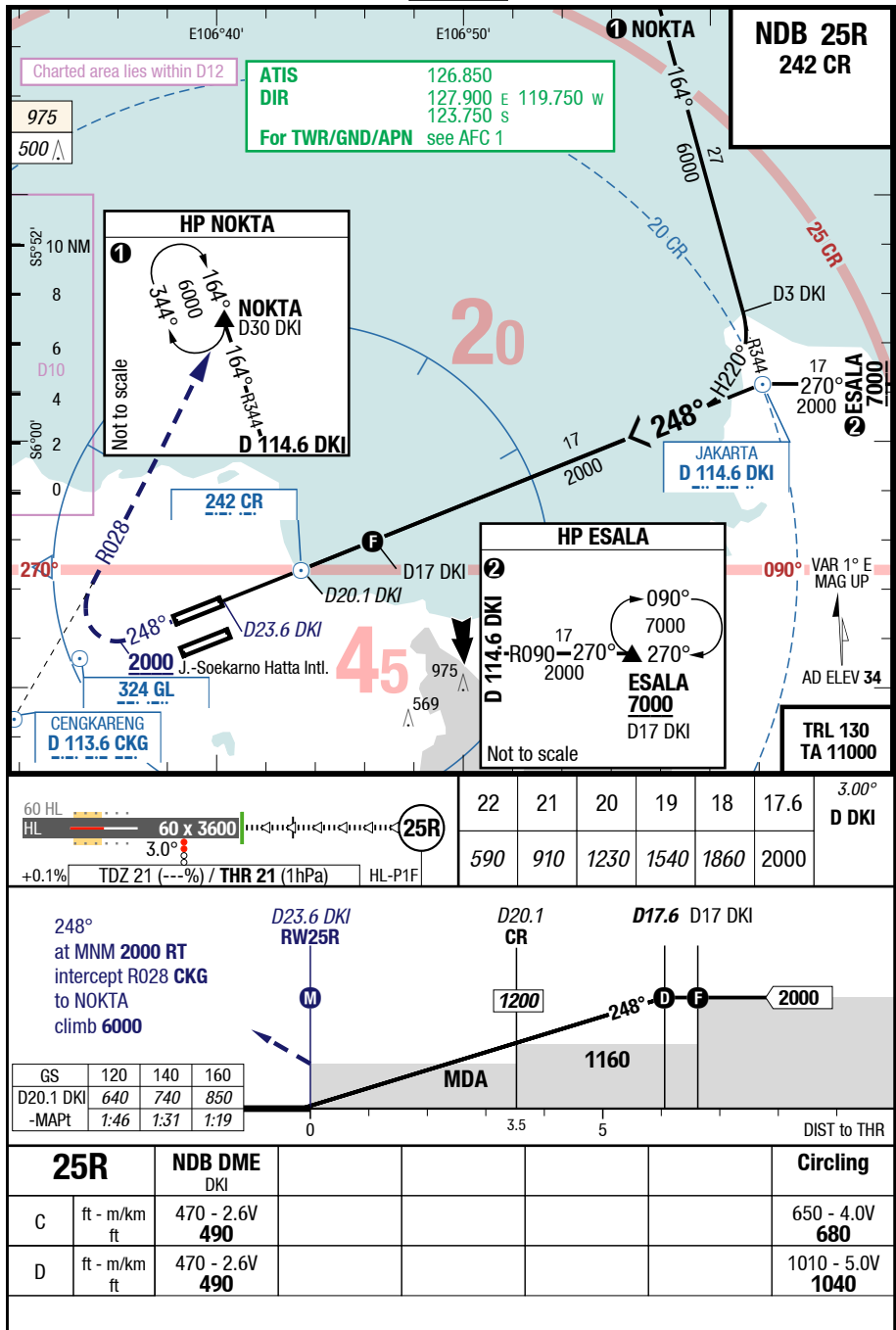




CGK-WIII

7-120

NDB 25R



Changes: FREQ

23-FEB-2017

## CGK-WIII

Indonesia **Jakarta** Soekarno Hatta Intl

NIL

**MRC**

**MRC**

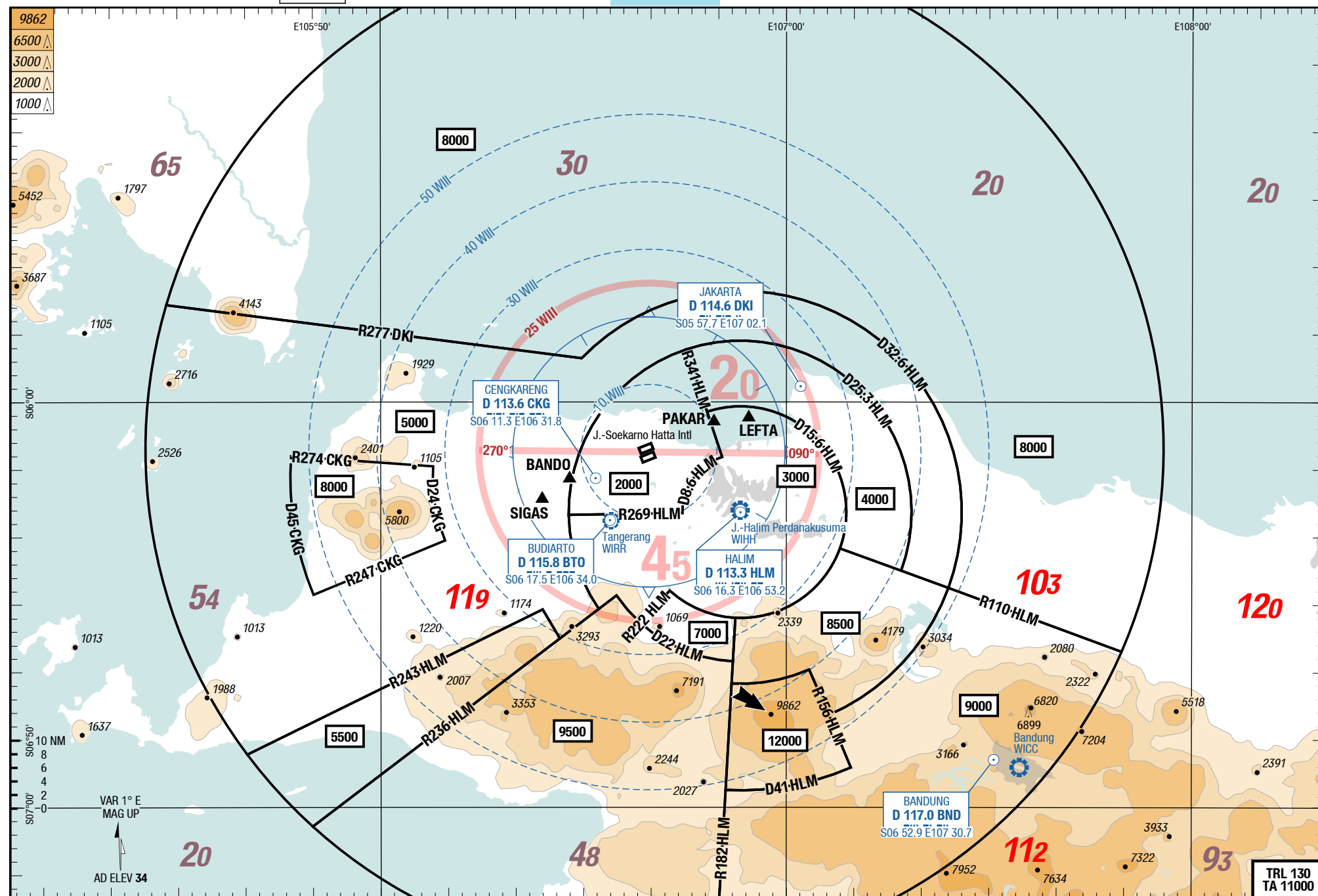
**MRC**

Soekarno Hatta Intl **Jakarta** Indonesia

NIL

**MRC**

**8-10**



Changes: MSA, WPT , OBST, Editorial