

22-DEC-2016

**BTJ-WITT**

1-10

**A01****A01****GENERAL****Operational Hours****ATS Hours:** 2300-1500**AD ADMIN Hours:** MON-THU 0100-1000, FRI 0030-1000**Airport Information****RFF:** CAT 7**PCN:** RWY 17/35: 88/F/C/W/T**Operation****RWY Restriction**

Heavy ACFT turn on turning area.

**Taxi/Parking**

To avoid jet blast, park at Eastern APN and nose directed to the North, South or West. Do not turn beside terminal building.

All medium category ACFT or above park nose in and follow push back procedure for taxi out.

To avoid damage of APN and RWY, refuelling and taxiing shall not spoil fuel at APN and RWY.

To avoid damage at APN, TWY and RWY, do not make wheel locked turns.

**Warnings**

40m / 131ft SATELINDO antenna erected 700m / 2296ft W of RWY 35.

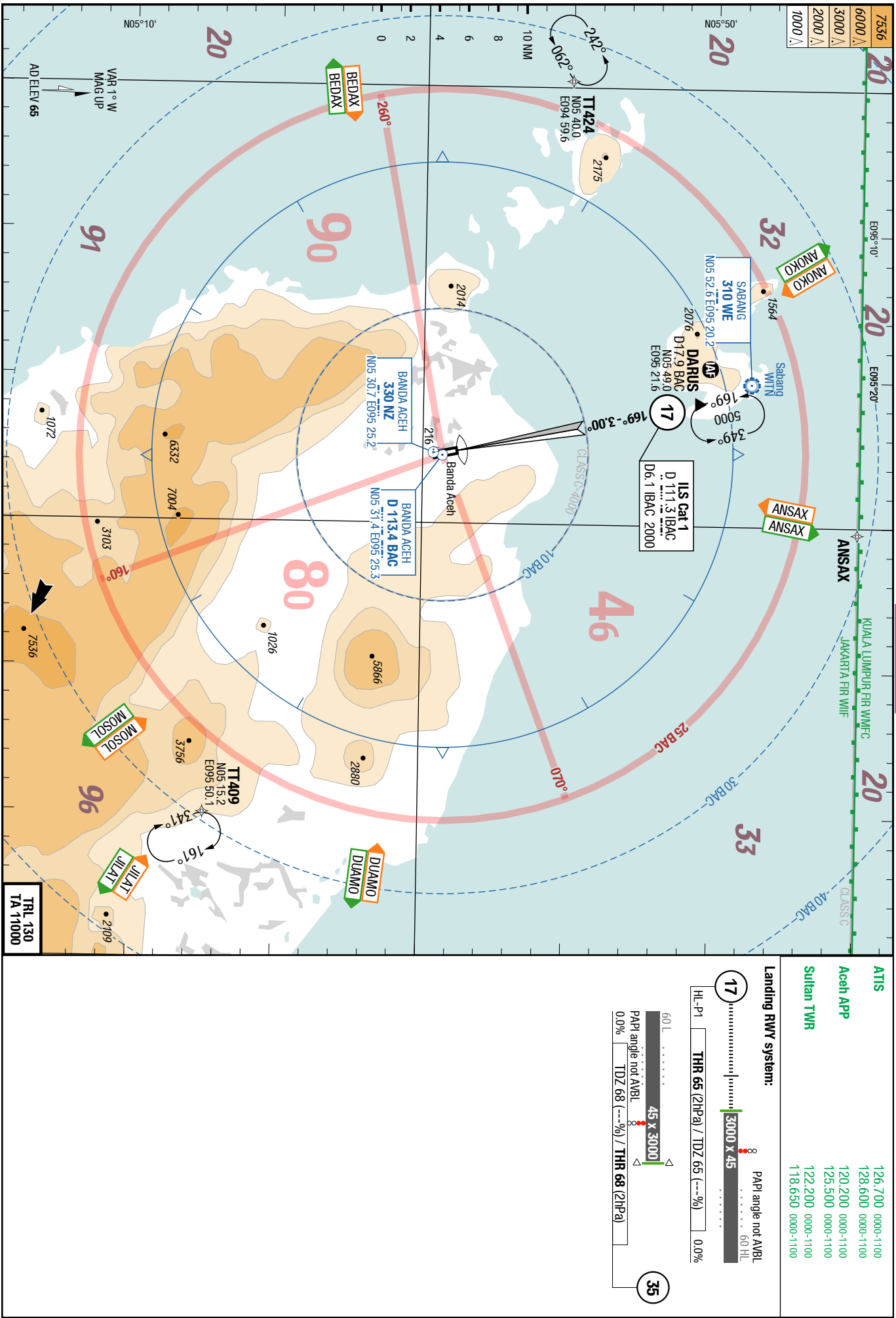
65m / 213ft antenna right-down wind RWY 17.

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

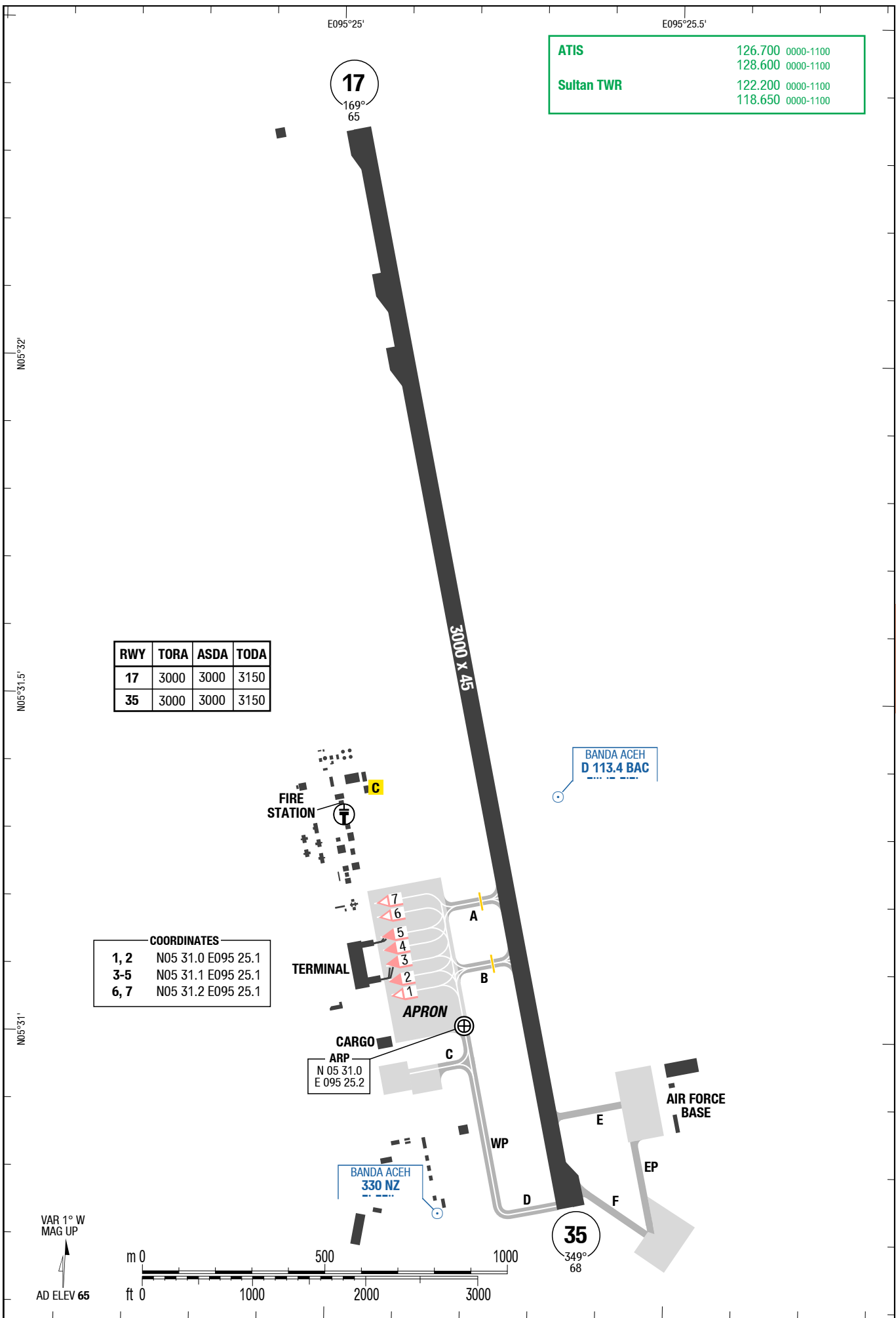
RWY 17 right hand circuit.

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

RWY		17/35	
All ACFT	ft - m/km	0 - 400V	HJ only
		0 - 800V	HN



Changes: APL, OBST



29-DEC-2016

Indonesia **Banda Aceh** Sultan Iskandar Muda

RNAV (RNP) SIDs RWY 35

SID

SID

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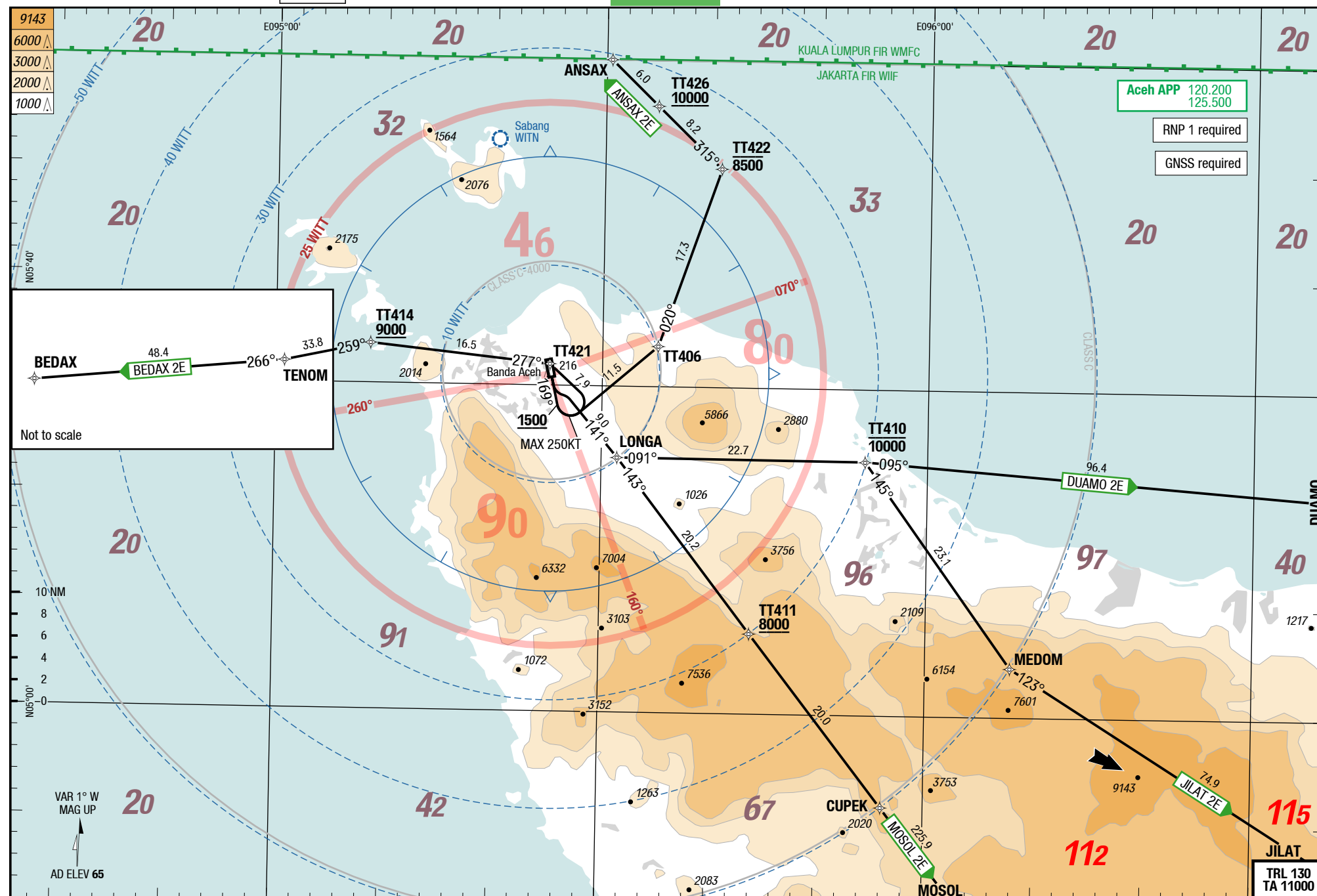
RNAV (RNP) SIDs RWY 35

**BTJ-WITT**

4-10

### RNAV (RNP) SIDs RWY 17

## RNAV (RNP) SIDs RWY 17



Changes: new

29-DEC-2016

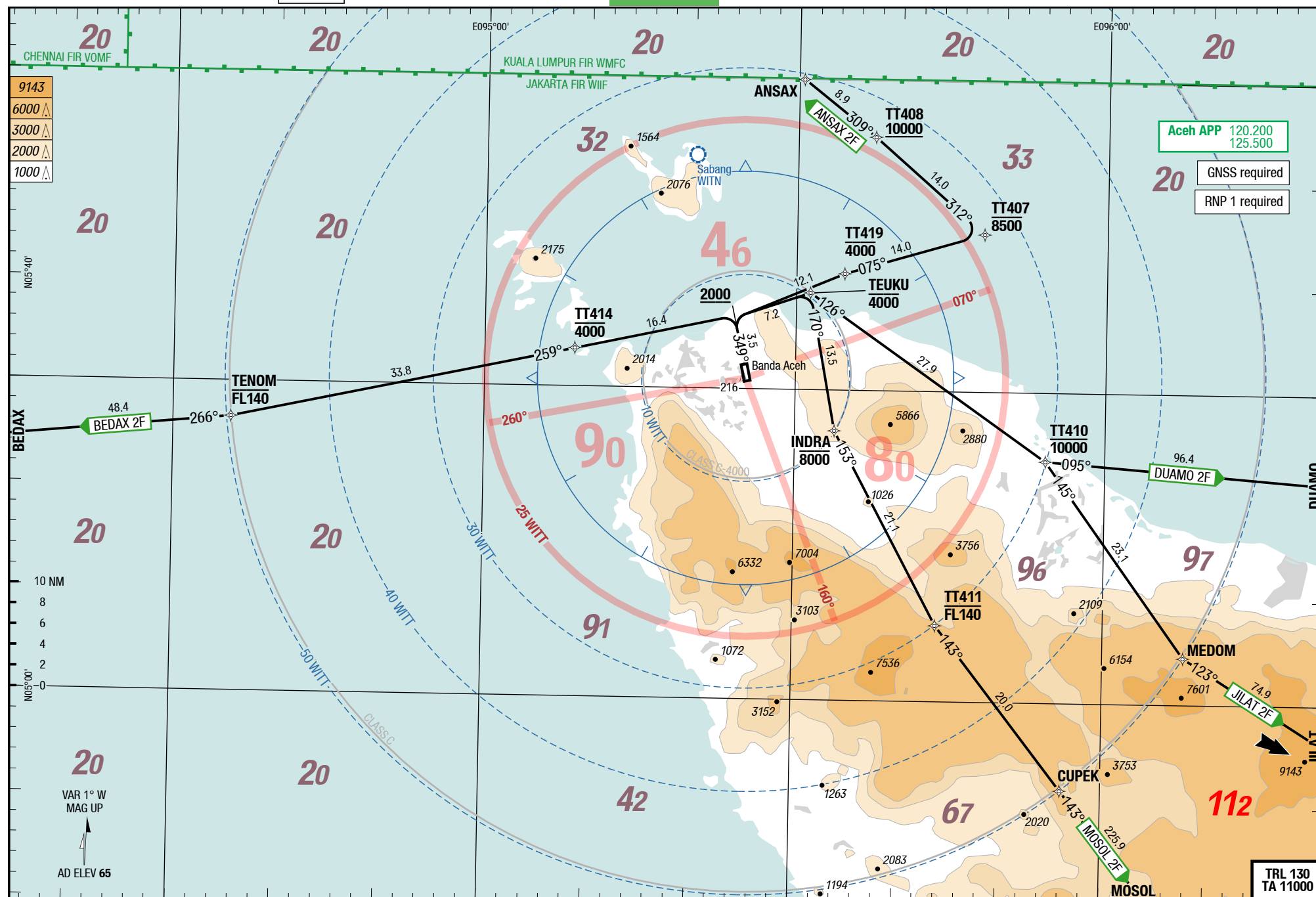
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Sultan Iskandar Muda **Banda Aceh** Indonesia

**BTJ-WITT**

## 4-20 RNAV (RNP) SIDs RWY 35

## RNAV (RNP) SIDs RWY 35



Changes: new

Effective 05-JAN-2017

29-DEC-2016

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Indonesia **Banda Aceh** Sultan Iskandar Muda

SIDs RWY 35

4-30

SIDs RWY 17

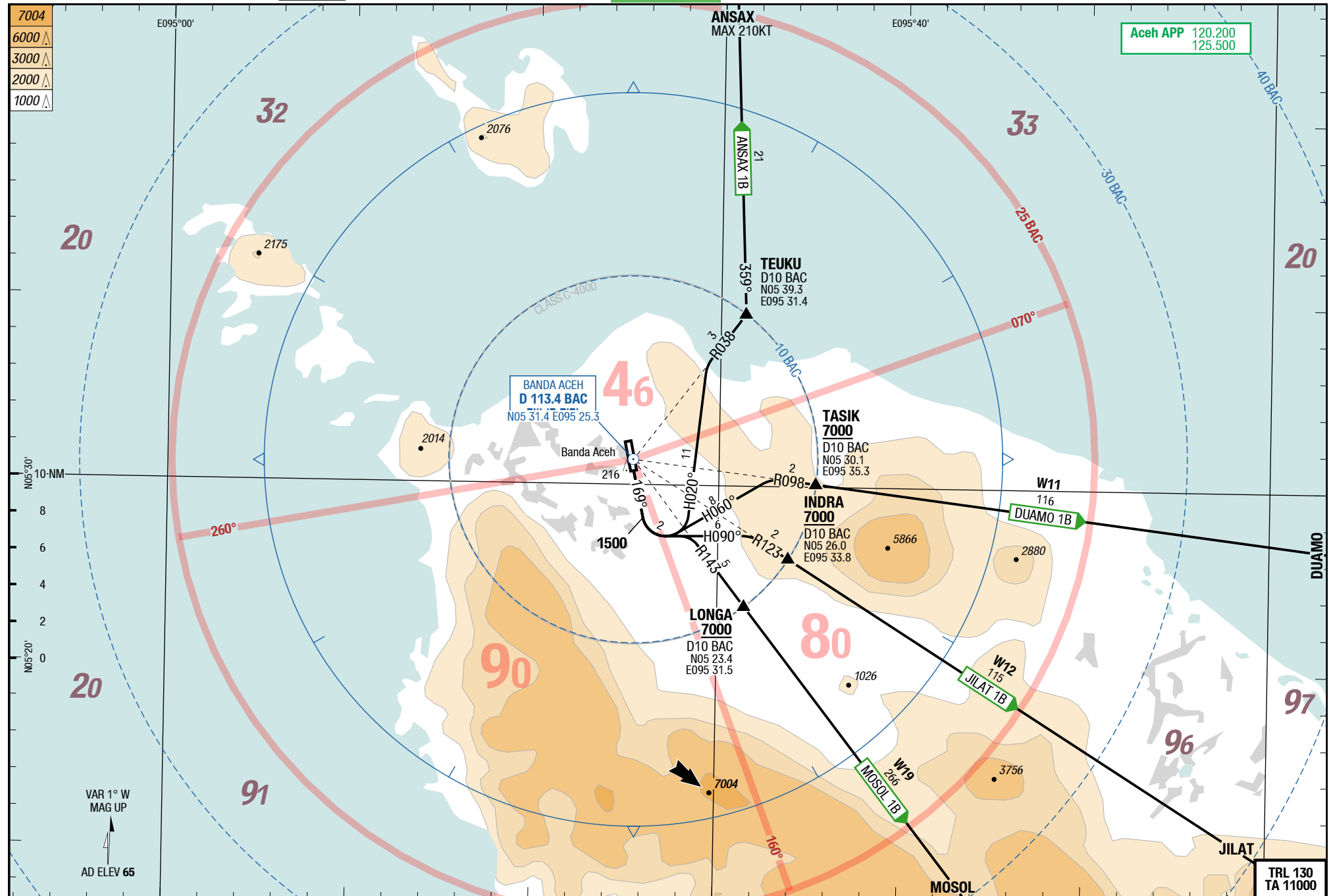
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SIDs RWY 35

SIDs RWY 17



Effective 05-JAN-2017

29-DEC-2016

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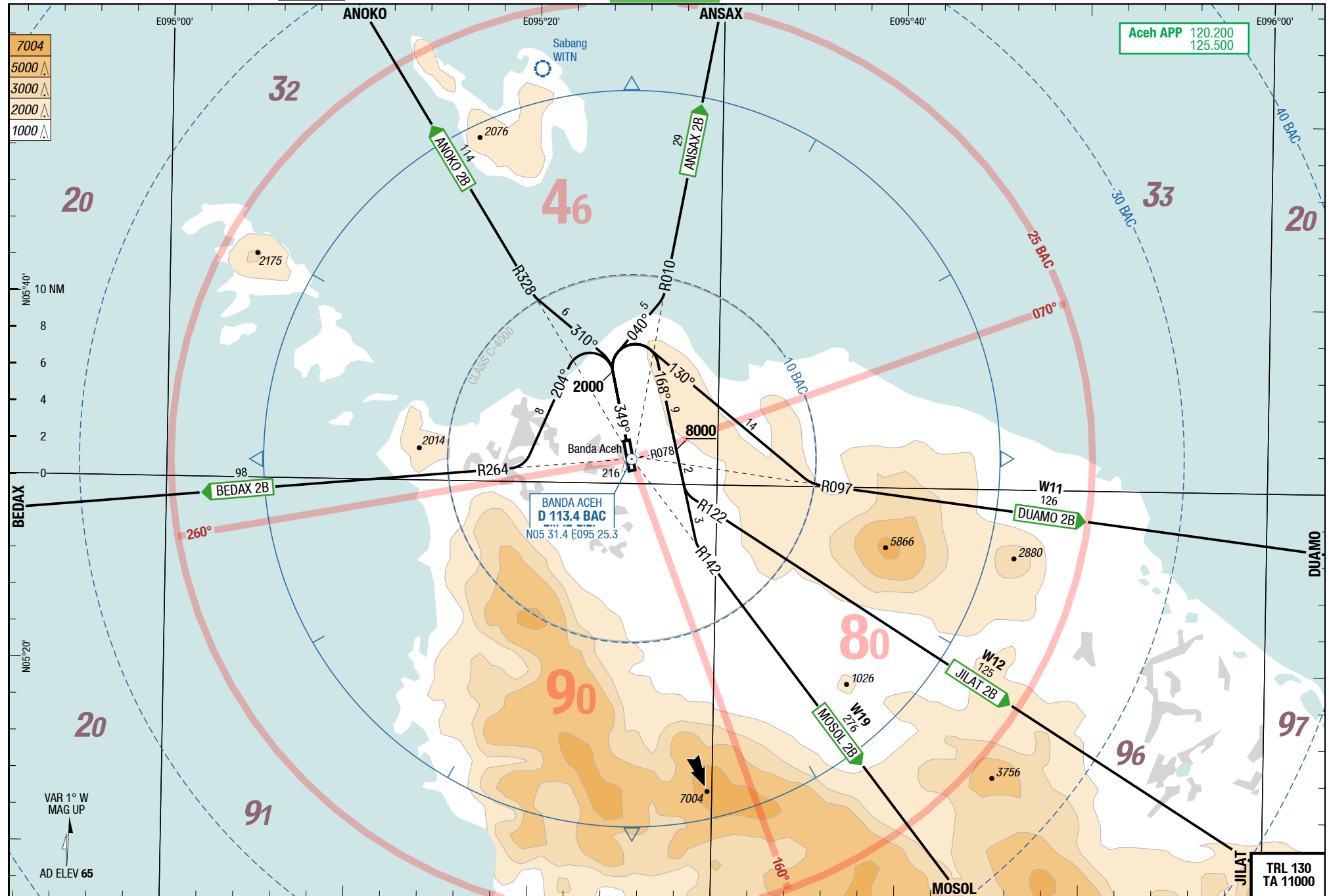
SID

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SIDs RWY 35

4-40

SIDs RWY 35





**ANSAX 2E / BEDAX 2E / DUAMO 2E / JILAT 2E / MOSOL 2E**

RWY 17 (169°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 17</b>	
<b>ANSAX 2E</b> <b>120.200</b>	[A1500+ ;K250- ;L] - TT406 - TT422 - TT426 - ANSAX	TT422 MAX <b>8500</b> TT426 MNM <b>10000</b>
<b>BEDAX 2E</b> <b>120.200</b>	[A1500+ ;K250- ;L] - TT421 - TT414 - TENOM - BEDAX	TT414 MNM <b>9000</b>
<b>DUAMO 2E</b> <b>120.200</b>	LONGA - TT410 - DUAMO	TT410 MNM <b>10000</b>
<b>JILAT 2E</b> <b>120.200</b>	LONGA - TT410 - MEDOM - JILAT	TT410 MAX <b>10000</b>
<b>MOSOL 2E</b> <b>120.200</b>	LONGA - TT411 - CUPEK - MOSOL	TT411 MNM <b>8000</b>



**ANSAX 2F / BEDAX 2F / DUAMO 2F / JILAT 2F / MOSOL 2F**

RWY 35 (349°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 35</b>	
<b>ANSAX 2F</b> <b>120.200</b>	[A2000+ ;R] - TT419 - TT407 - TT408 - ANSAX	TT419 MAX <b>4000</b> TT407 MAX <b>8500</b> TT408 MNM <b>10000</b>
<b>BEDAX 2F</b> <b>120.200</b>	[A2000+ ;L] - TT414 - TENOM - BEDAX	TT414 MAX <b>4000</b> TENOM MAX <b>FL140</b>
<b>DUAMO 2F</b> <b>120.200</b>	[A2000+ ;R] - TEUKU - TT410 - DUAMO	TEUKU MAX <b>4000</b> TT410 MAX <b>10000</b>
<b>JILAT 2F</b> <b>120.200</b>	[A2000+ ;R] - TEUKU - TT410 - MEDOM - JILAT	TEUKU MAX <b>4000</b> TT410 MAX <b>10000</b>
<b>MOSOL 2F</b> <b>120.200</b>	[A2000+ ;R] - TEUKU - INDRA - TT411 - CUPEK - MOSOL	TEUKU MAX <b>4000</b> INDRA MAX <b>8000</b> TT411 MAX <b>FL140</b>

**ANSAX 1B / DUAMO 1B / JILAT 1B / MOSOL 1B**

RWY 17 (169°)

	GS	120	150	180	210	240	270
8.0%	ft/MIN	1000	1300	1500	1800	2000	2200
8.2%	ft/MIN	1000	1300	1500	1800	2000	2300

DESIGNATOR	ROUTING	ALTITUDES
<b>ANSAX 1B</b> 8.2%	at <b>1500 LT</b> HDG 020° - intercept R038 <b>BAC</b> to TEUKU - <b>LT 359°</b> to ANSAX (MAX 210KT) - join AWY P574	
<b>DUAMO 1B</b> 8.2%	at <b>1500 LT</b> HDG 060° - intercept R098 <b>BAC</b> (AWY W11) to TASIK - DUAMO	TASIK MNM <b>7000</b>
<b>JILAT 1B</b> 8.0%	at <b>1500 LT</b> HDG 090° - intercept R123 <b>BAC</b> (AWY W12) to INDRA - JILAT	INDRA MNM <b>7000</b>
<b>MOSOL 1B</b> 8.0%	at <b>1500 LT</b> HDG 090° - intercept R143 <b>BAC</b> (AWY W19) to LONGA - MOSOL	LONGA MNM <b>7000</b>

**ANOKO 2B / ANSAX 2B / BEDAX 2B / DUAMO 2B / JILAT 2B / MOSOL 2B**

RWY 35 (349°)

DESIGNATOR	ROUTING	ALTITUDES
<b>ANOKO 2B</b> 122.200 125.500	at <b>2000 LT</b> 310° intercept R328 <b>BAC</b> to ANOKO	
<b>ANSAX 2B</b> 122.200 125.500	at <b>2000 RT</b> 040° intercept R010 <b>BAC</b> to ANSAX	
<b>BEDAX 2B</b> 122.200 125.500	at <b>2000 LT</b> 204° intercept R264 <b>BAC</b> to BEDAX	
<b>DUAMO 2B</b> 122.200 125.500	at <b>2000 RT</b> 130° intercept R097 <b>BAC</b> (AWY W11) to DUAMO	
<b>JILAT 2B</b> 122.200 125.500	at <b>2000 RT</b> 168° intercept R122 <b>BAC</b> (AWY W12) to JILAT	cross R078 <b>BAC</b> MNM <b>8000</b>
<b>MOSOL 2B</b> 122.200 125.500	at <b>2000 RT</b> 168° intercept R142 <b>BAC</b> (AWY W19) to MOSOL	cross R078 <b>BAC</b> MNM <b>8000</b>

29-DEC-2016

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STARS

# STAR

# STAR

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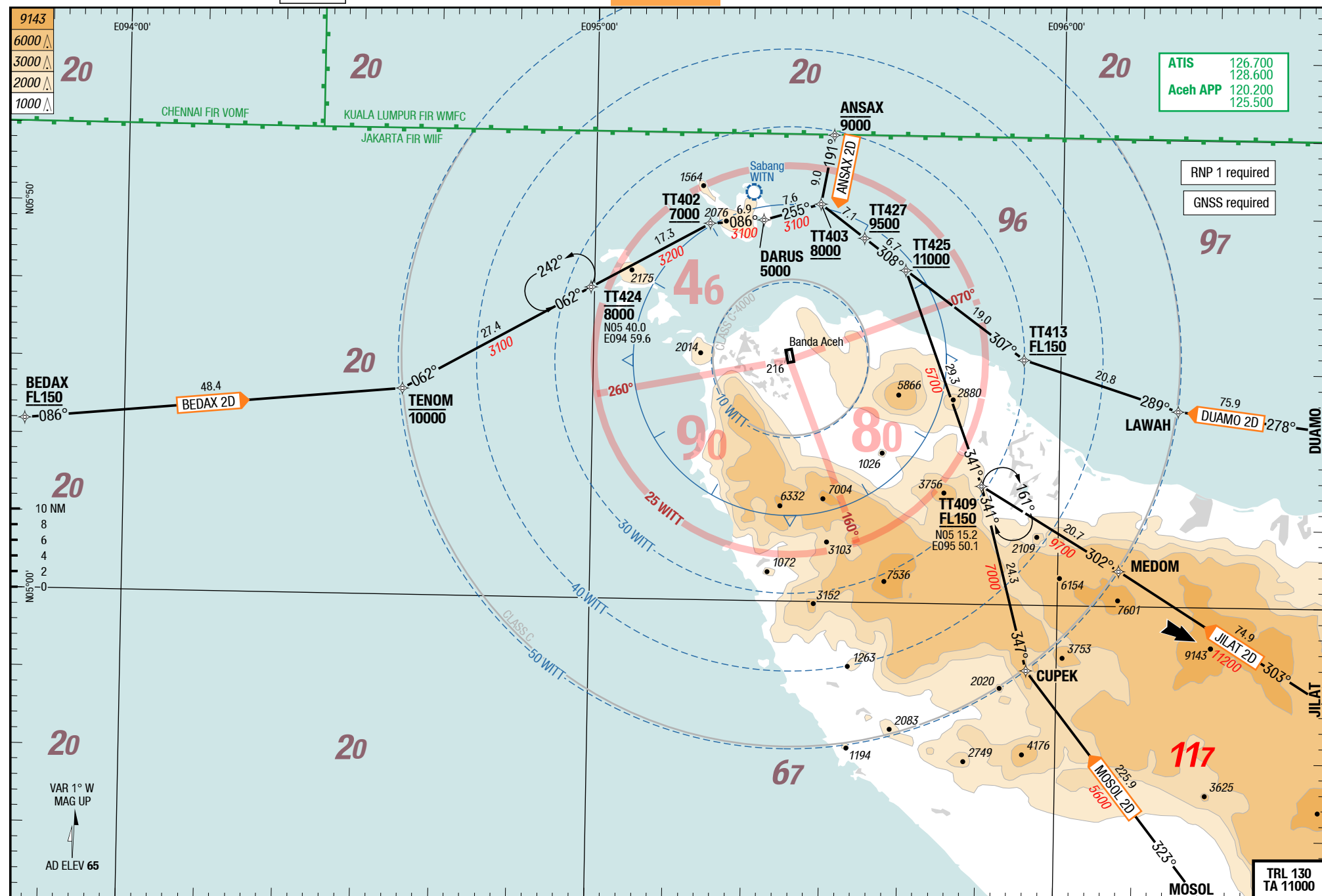
STARs

**BTJ-WITT**

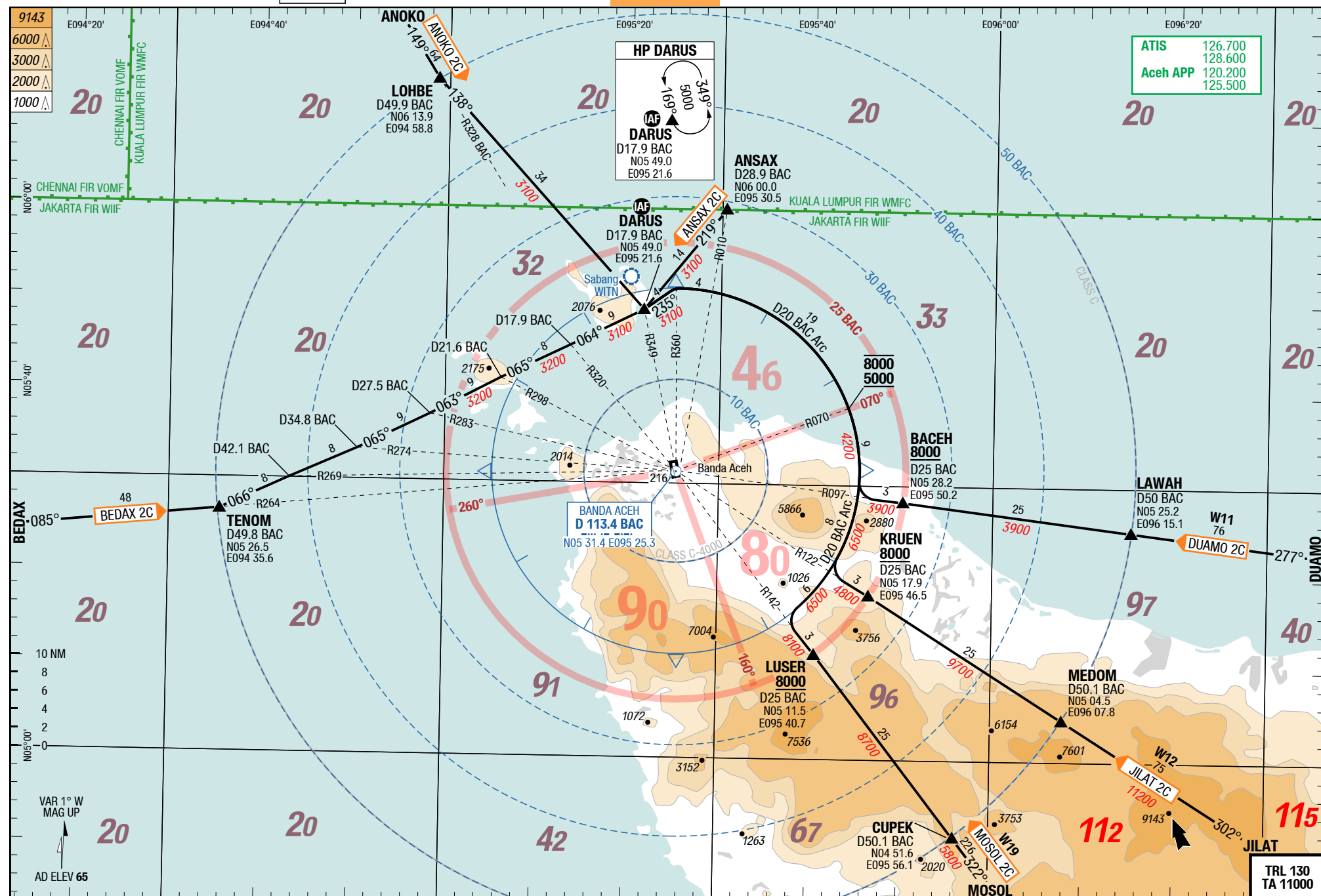
6-10

### RNAV (RNP) STARs RWY 17

### RNAV (RNP) STARs RWY 17



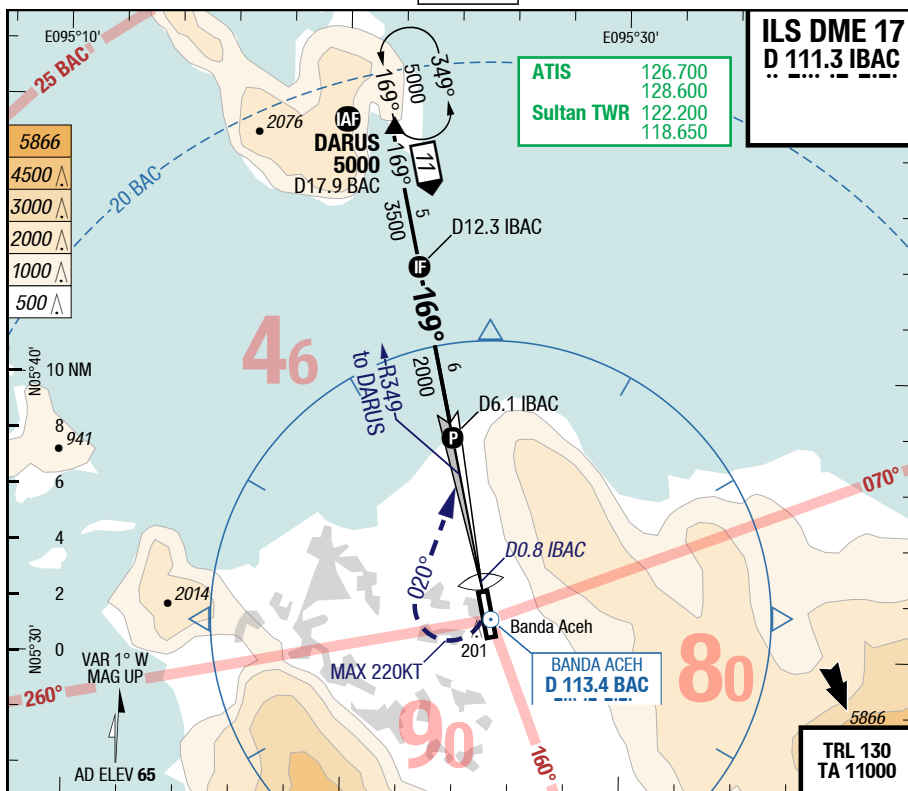
Changes: new



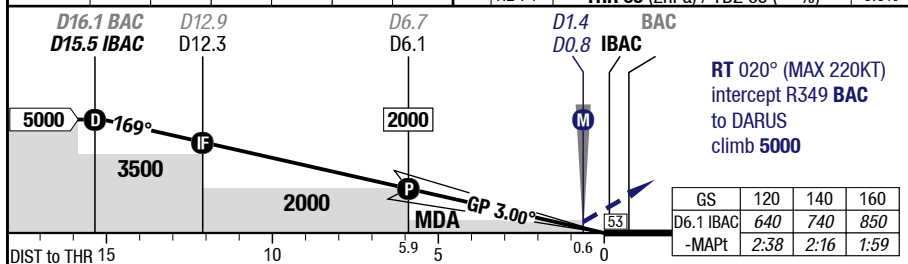
# BTJ-WITT

**7-10**

## ILS DME 17



LOC 3.00° D IBAC	15.5	11	8	5	3	2	<div><div><div>17</div><div>HL-P1</div></div><div><div>3000 x 45</div><div>THR 65 (2hPa) / TDZ 65 (---%)</div></div><div><div>PAPI angle not AVBL</div><div>60 HL</div></div></div>
	5000	3560	2620	1660	1020	700	

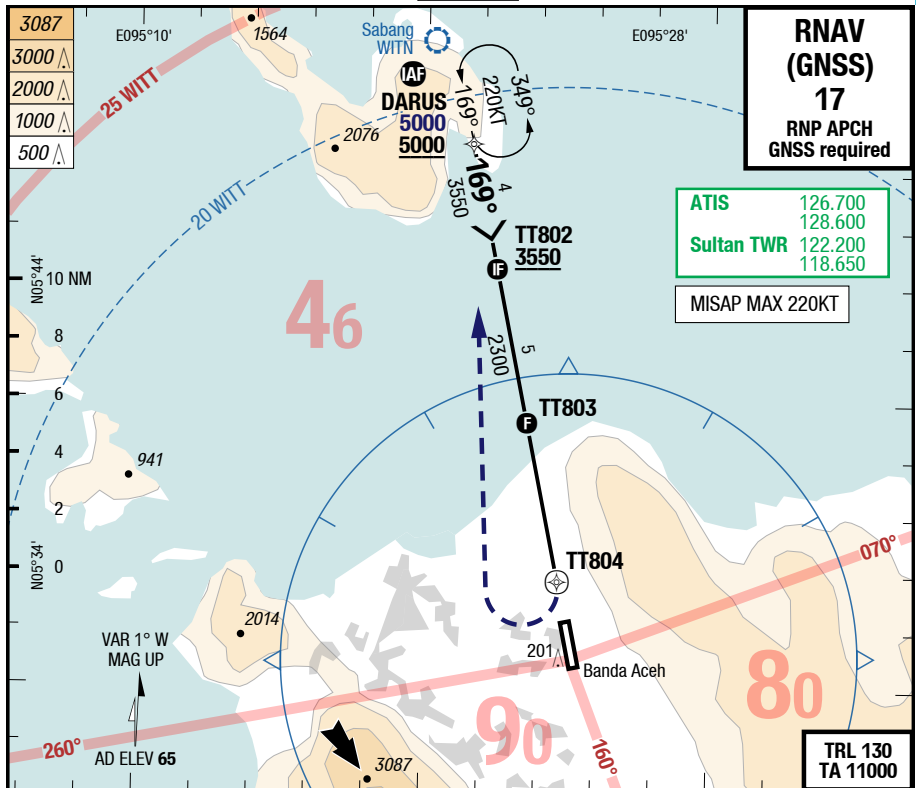


<b>17</b>		<b>Cat 1 DME</b>	<b>LOC DME</b>				<b>Circling</b>
<b>C</b>	ft - m/km ft	250 - 800V <b>310</b>	540 - 1.7 <b>600</b>				2240 - 2.4V <b>2310</b>
<b>D</b>	ft - m/km ft	250 - 800V <b>310</b>	540 - 1.7 <b>600</b>				2240 - 3.6V <b>2310</b>

# BTJ-WITT

**7-30**

## RNAV (GNSS) 17



3.00°  
TT804

9.4	9	7	5	3	1
3550	3430	2790	2160	1520	880

17

HL-P1

THR 65 (2hPa) / TDZ 65 (---%) 0.0%

11.1 TT804 9.4 TT802 5.6 TT803 TT804

3550 IF D-169° 2350 F M

RT (Do not turn before MAPt)  
direct DARUS  
climb 5000  
(MISAP MAX 220KT)

GS	120	140	160
TT803	640	740	850
-MAPt	2:49	2:24	2:06

TT804  
N05 33.7  
E095 24.7

2000 1460 MDA

DIST to THR 10 7 5 1.4 0

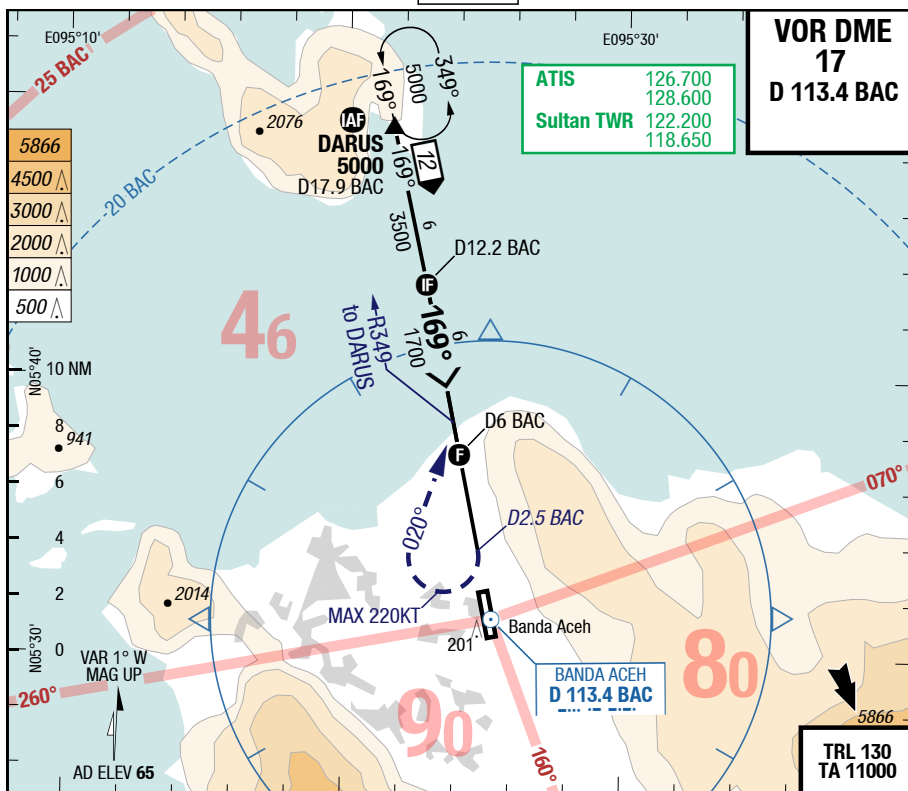
17	RNAV GNSS LNAV	RNAV GNSS LNAV APL U/S				Circling
C	ft - m/km ft	490 - 2.3V 550	490 - 3.0V 550			2140 - 5.0V 2200
D	ft - m/km ft	490 - 2.3V 550	490 - 3.0V 550			2140 - 5.0V 2200



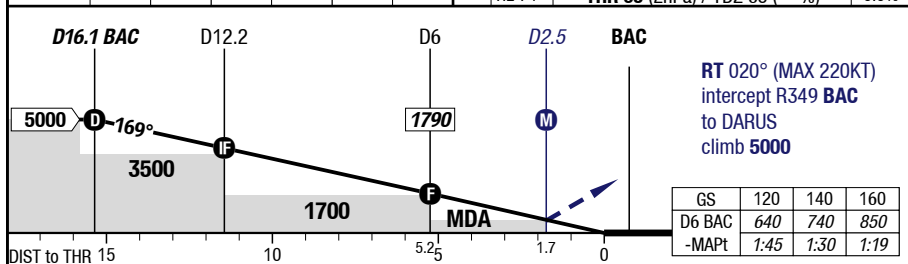
# BTJ-WITT

7-50

## VOR DME 17



3.00° <b>D BAC</b>	16.1	13	10	7	4	3	
	5000	4010	3060	2100	1150	830	



<b>17</b>		<b>VOR DME</b>					<b>Circling</b>
C	ft - m/km ft	540 - 2.0V <b>600</b>					2240 - 5.0V <b>2310</b>
D	ft - m/km ft	540 - 2.8V <b>600</b>					2240 - 5.0V <b>2310</b>