

**GENERAL****Operational Hours****ATS Hours:** 2100-1100**AD ADMIN Hours:**

AD: MON-THU 2300-0730, FRI 2330-0630

Air Navigation Service Provider: MON-FRI 2300-0800

**Airport Information****RFF:** CAT 7**Fuel:** 1900-1100**PCN:** RWY 11/29: 81/F/B/X/U**Customs:** O/R**Warnings**

Dogs and birds in vicinity of AD

**ARRIVAL****Communication****COM Failure**

In VMC:

- Continue to fly in VMC
- Fly full circuit over the AD, transmit blindly position, intention etc. so as to be monitored by APCH or any other traffic over TMA or and CTR.

In IMC:

- Proceed according to the current FPL to the appropriate designated NAVAID serving for the APCH and when required to ensure compliance with the following point, hold over this aid until commencement of descent.
- Commence descent from NAVAID specified above or as close as possible to ETA or as indicated in the filed flight plan and revised in accordance with current FPL.
- Land if possible within 30min after the ETA.

**Arrival Procedure****VFR Traffic Pattern:** RWY 11 right-hand circuit.**DEPARTURE****Take-off Minima**

RWY		11/29	
All ACFT	ft - m/km	0 - 400v	-

**De-icing**

Not AVBL.

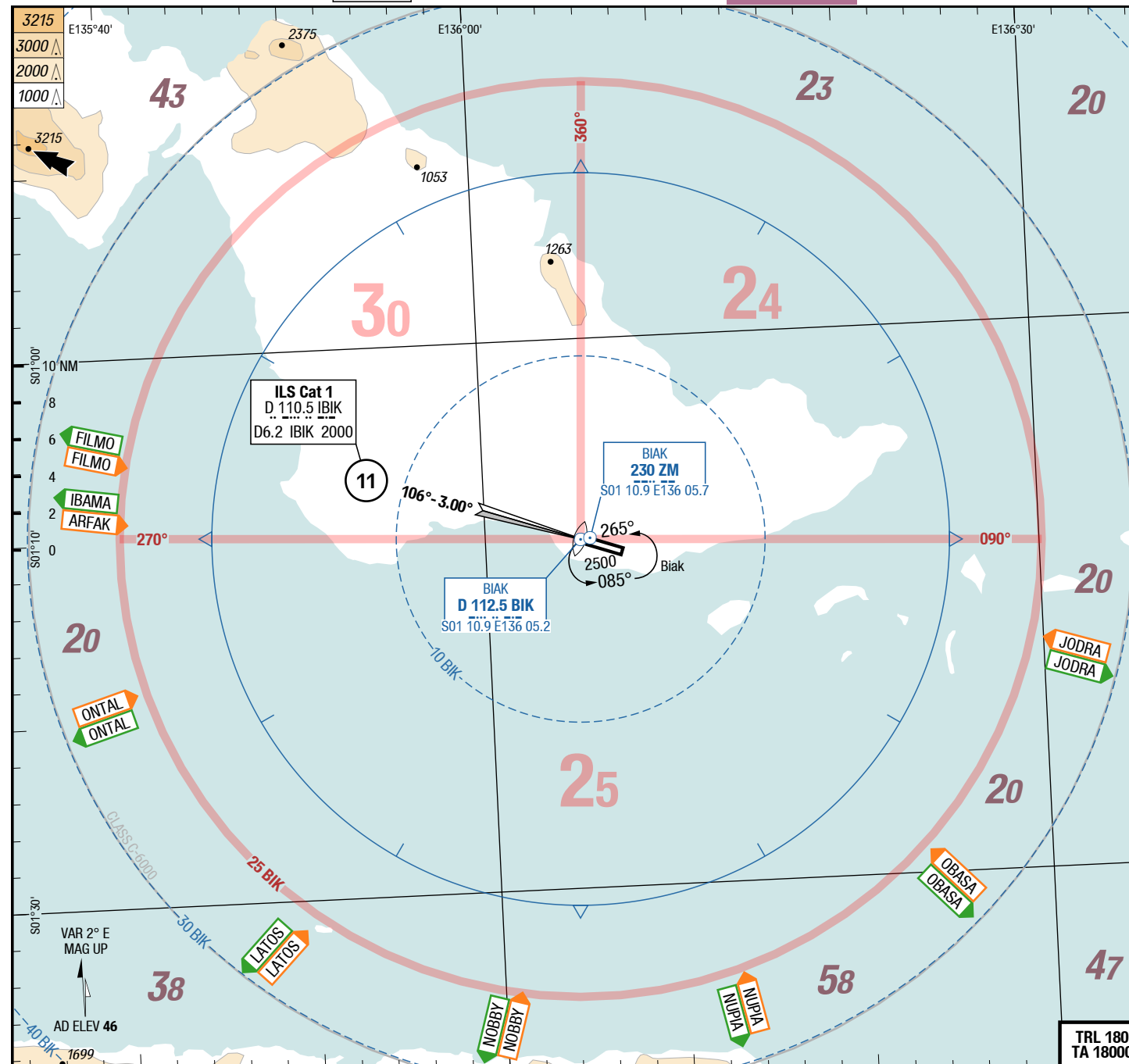
**BIK-WABB**

**AFC**

# AFC

**AFC**

**2-10**



**Landing RWY system:**

11 HL-S 600 **THR 36** (1hPa) / TDZ --- (---%) -0.1%

HL ..... 45 x 3570 29  
PAPI angle not AVBL  
+0.1% TDZ --- (---%) / THR 25 (1hPa) HL

TRL 180  
TA 18000

Changes: APL, FREQ, TA, TRL, VAR, OBST, APCH boxes

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Indonesia **Biak** Frans Kaisiepo

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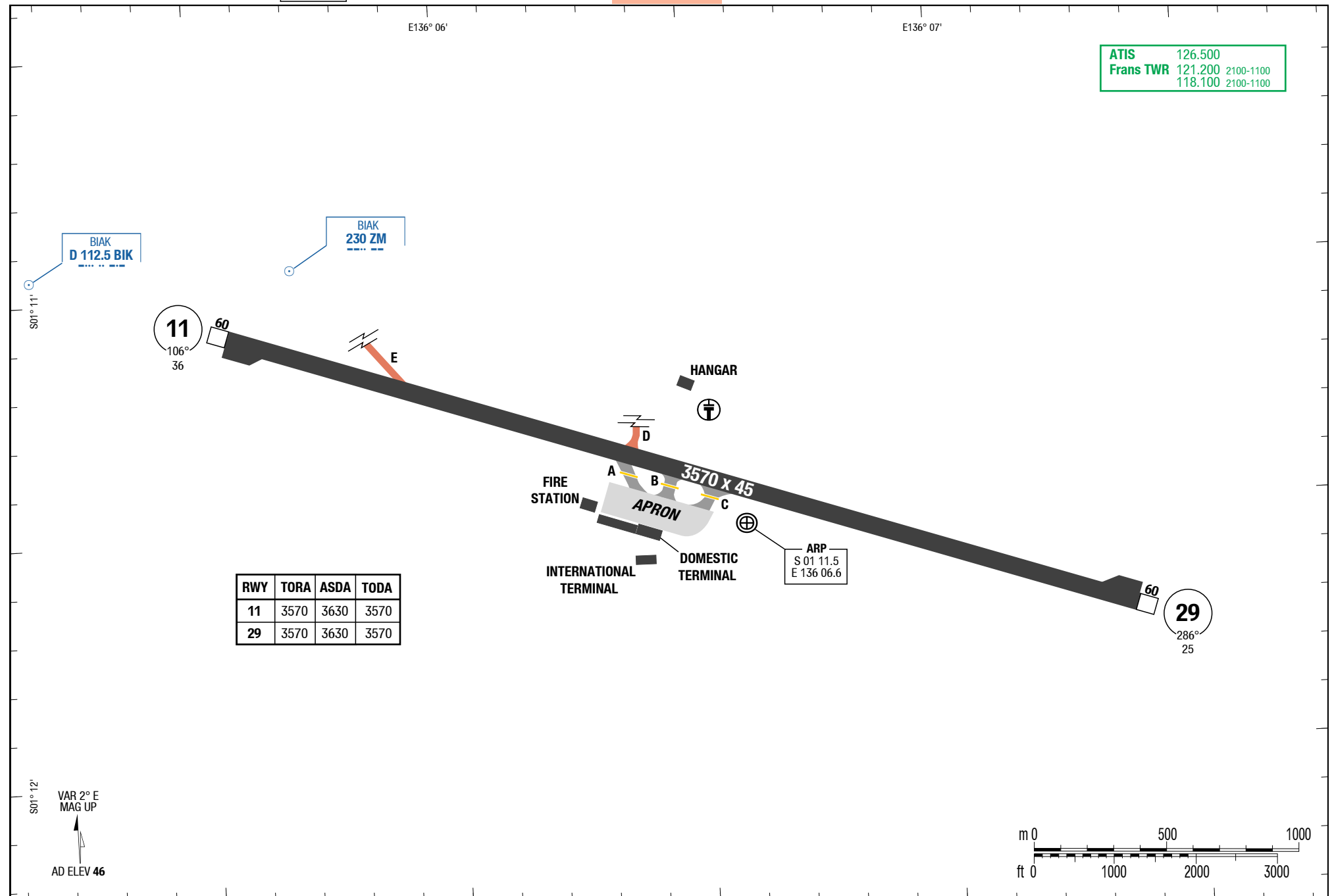
AGC

Frans Kaisiepo **Biak** Indonesia

AGC

3-20

ATIS 126.500  
Frans TWR 121.200 2100-1100  
118.100 2100-1100



Changes: FREQ, VAR, Declared distances, BLDG

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## SIDs RWYs 11/29 B DEPs

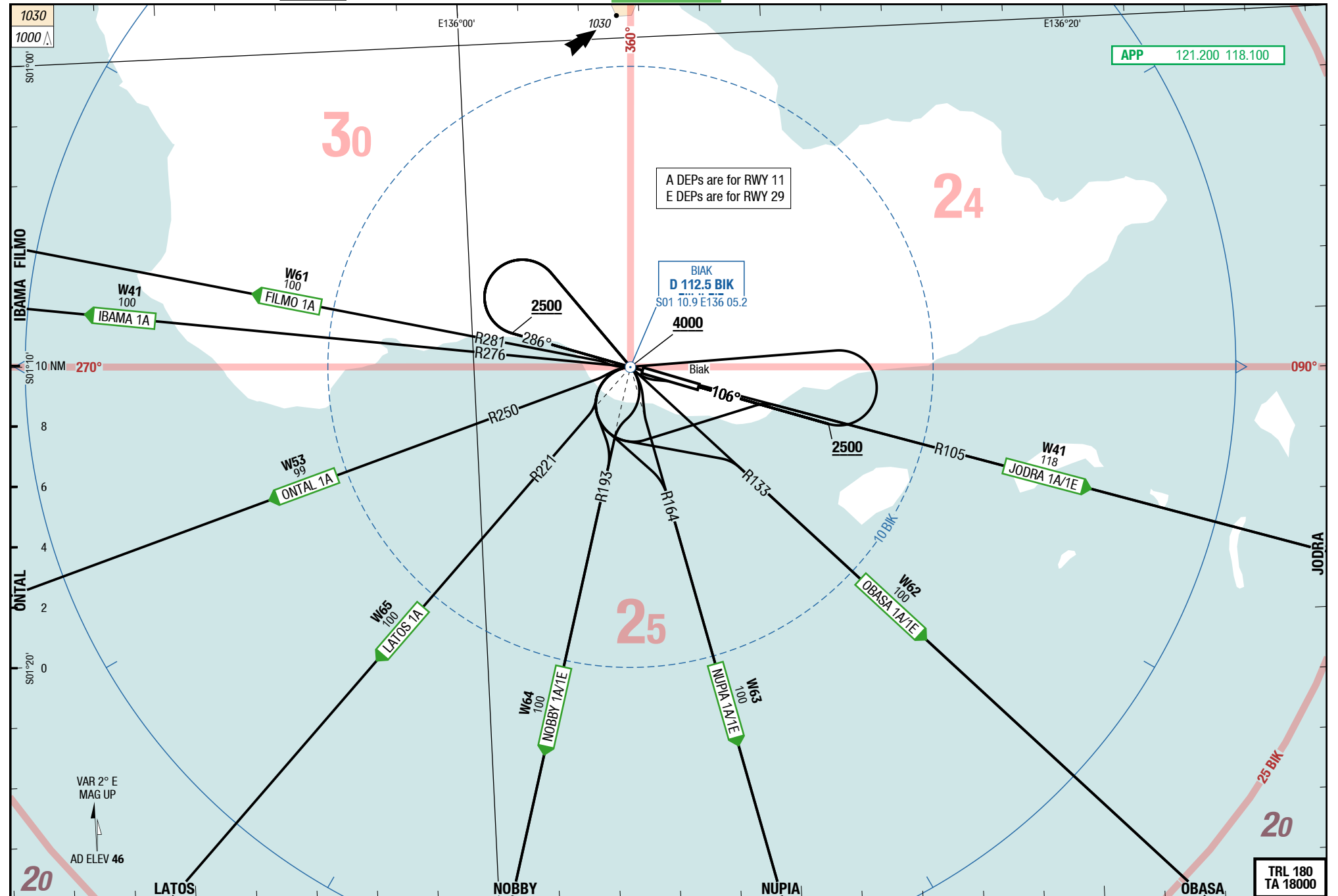
#### 4-10 **SIDs RWYs 11/29 A/E DEPs**

SID

SID

SIDs RWYs 11/29 B DEPs

## SIDs RWYs 11/29 A/E DEPs



Changes: Track, FREQ, TA, TRL, VAR

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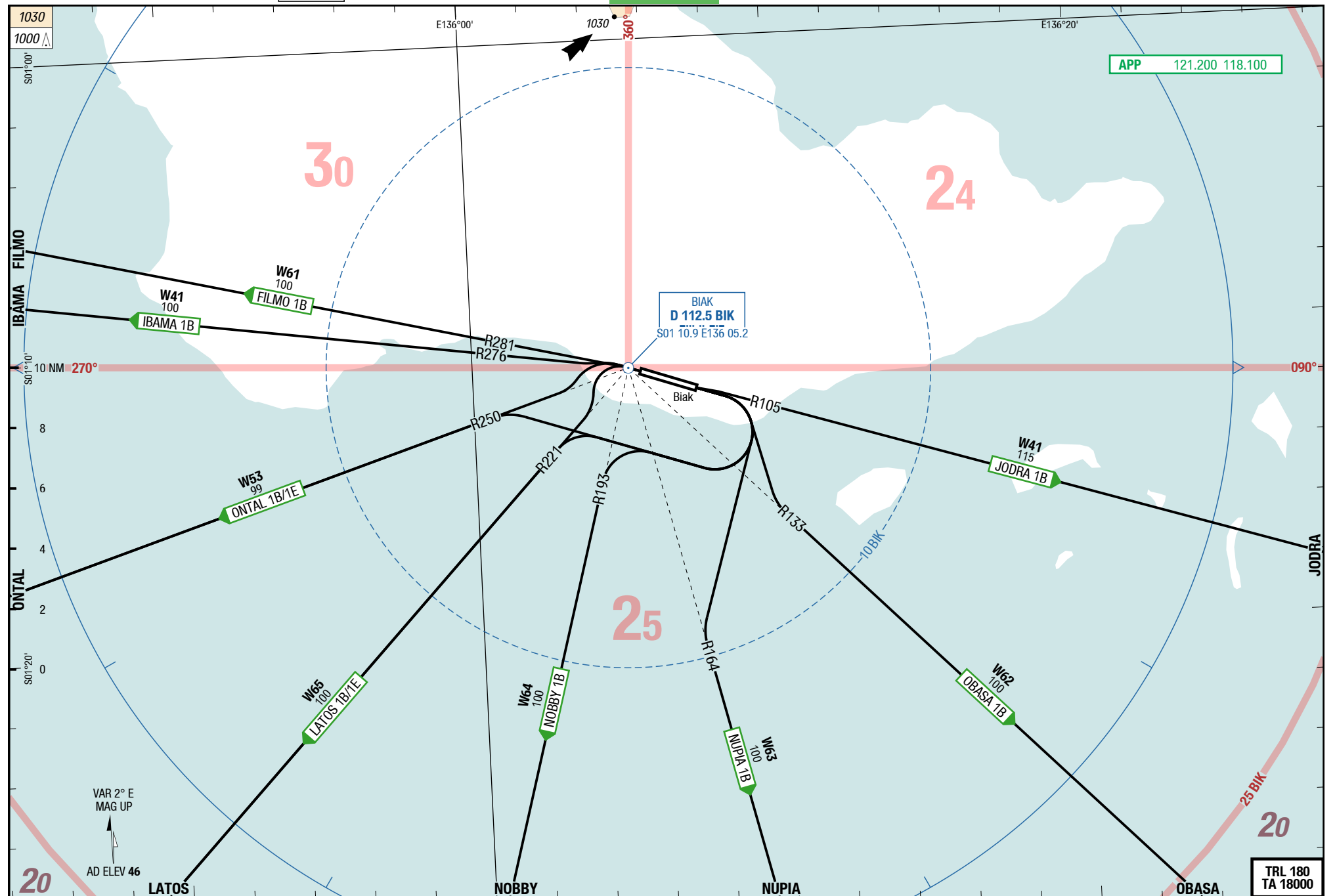
SIDs RWYs 11/29 B DEPs

SID

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SIDs RWYs 11/29 B DEPs



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## SIDs RWY 29 D DEPs

4-30

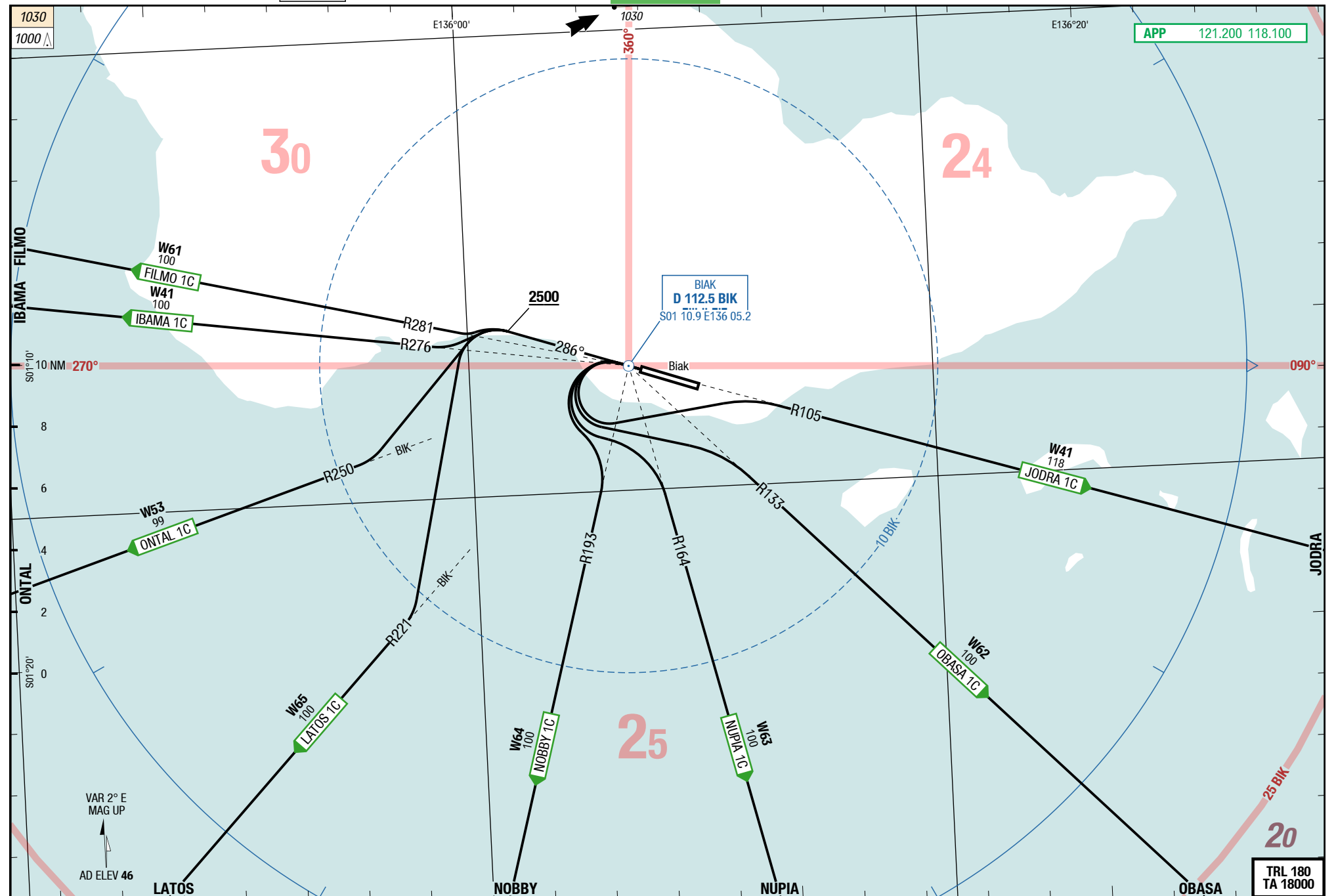
### SIDs RWY 29 C DEPs

SID

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SIDs RWY 29 D DEPs

## SIDs RWY 29 C DEPs



Changes: Track, ALT, VAR, Editorial

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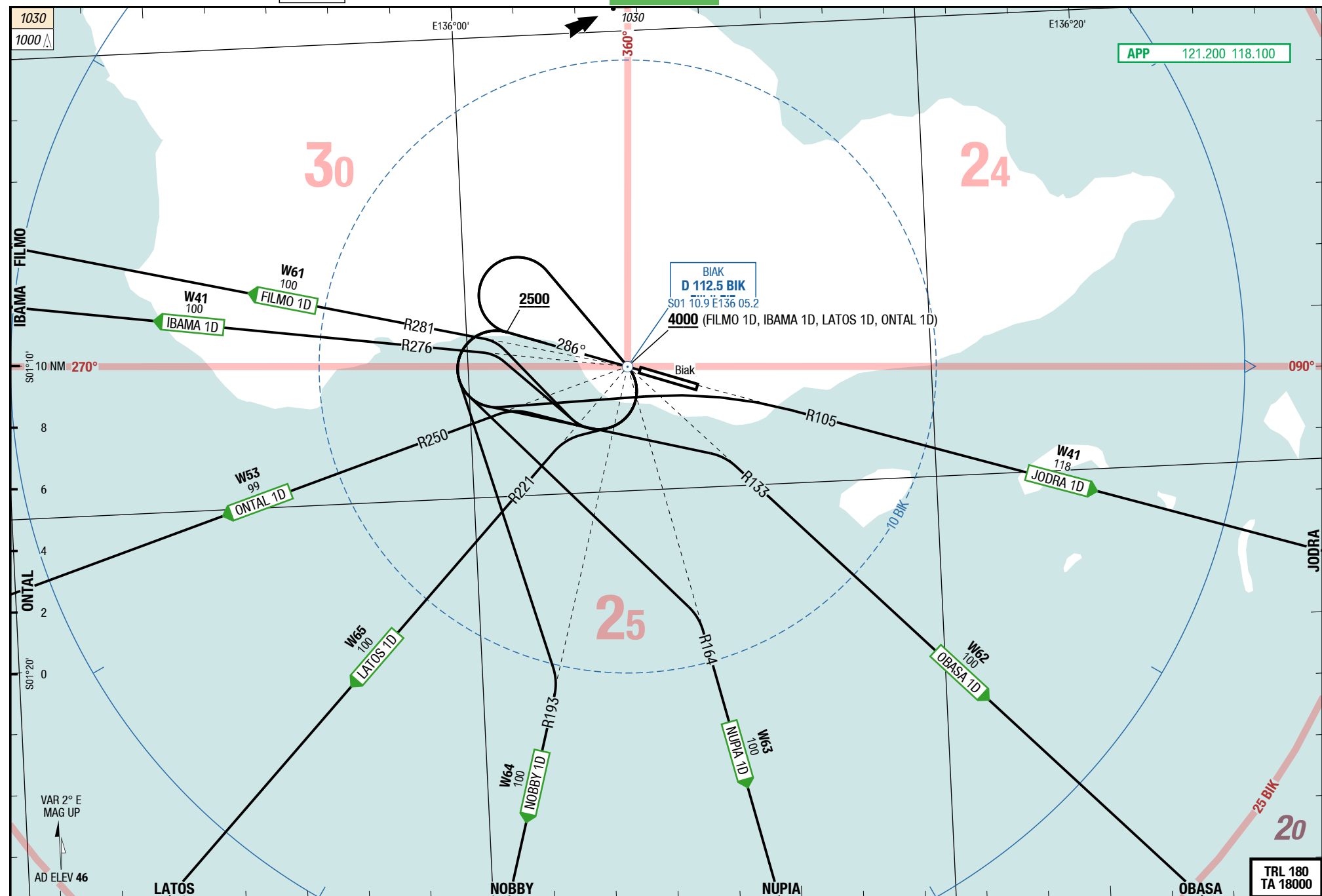
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## SIDs RWY 29 D DEPs

SID

SID

## SIDs RWY 29 D DEPs



Changes: Track, ALT, VAR

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5-10

**SIDs RWYs 11/29 A/E DEPs**

**FILMO 1A / IBAMA 1A / JODRA 1A / LATOS 1A / NOBBY 1A / NUPIA 1A / OBASA 1A /  
ONTAL 1A / JODRA 1E / NOBBY 1E / NUPIA 1E / OBASA 1E**

RWYs 11 (106°) / 29 (286°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 11</b>	
<b>FILMO 1A 121.200</b>	at MNM 2500 LT direct <b>BIK</b> - R281 <b>BIK</b> to FILMO (AWY W61)	<b>BIK MNM 4000</b>
<b>IBAMA 1A 121.200</b>	at MNM 2500 LT direct <b>BIK</b> - R276 <b>BIK</b> to IBAMA (AWY W41)	<b>BIK MNM 4000</b>
<b>JODRA 1A 121.200</b>	at MNM 2500 LT direct <b>BIK</b> - LT intercept R105 <b>BIK</b> to JODRA (AWY W41)	<b>BIK MNM 4000</b>
<b>LATOS 1A 121.200</b>	at MNM 2500 LT direct <b>BIK</b> - R221 <b>BIK</b> to LATOS (AWY W65)	<b>BIK MNM 4000</b>
<b>NOBBY 1A 121.200</b>	at MNM 2500 LT direct <b>BIK</b> - LT intercept R193 <b>BIK</b> to NOBBY (AWY W64)	<b>BIK MNM 4000</b>
<b>NUPIA 1A 121.200</b>	at MNM 2500 LT direct <b>BIK</b> - LT intercept R164 <b>BIK</b> to NUPIA (AWY W63)	<b>BIK MNM 4000</b>
<b>OBASA 1A 121.200</b>	at MNM 2500 LT direct <b>BIK</b> - LT intercept R133 <b>BIK</b> to OBASA (AWY W62)	<b>BIK MNM 4000</b>
<b>ONTAL 1A 121.200</b>	at MNM 2500 LT direct <b>BIK</b> - R250 <b>BIK</b> to ONTAL (AWY W53)	<b>BIK MNM 4000</b>
	<b>Runway 29</b>	
<b>JODRA 1E 121.200</b>	at MNM 2500 RT direct <b>BIK</b> - R105 <b>BIK</b> to JODRA (AWY W41)	<b>BIK MNM 4000</b>
<b>NOBBY 1E 121.200</b>	at MNM 2500 RT direct <b>BIK</b> - R193 <b>BIK</b> to NOBBY (AWY W64)	<b>BIK MNM 4000</b>
<b>NUPIA 1E 121.200</b>	at MNM 2500 RT direct <b>BIK</b> - R164 <b>BIK</b> to NUPIA (AWY W63)	<b>BIK MNM 4000</b>
<b>OBASA 1E 121.200</b>	at MNM 2500 RT direct <b>BIK</b> - R133 <b>BIK</b> to OBASA (AWY W62)	<b>BIK MNM 4000</b>



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**SIDs RWYs 11/29 B DEPs**

**JODRA 1B / LATOS 1B / NOBBY 1B / NUPIA 1B / OBASA 1B / ONTAL 1B / FILMO 1B /  
IBAMA 1B / LATOS 1E / ONTAL 1E**

RWYs 11 (106°) / 29 (286°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 11</b>	
<b>JODRA 1B 121.200</b>	<b>LT</b> intercept R105 <b>BIK</b> to JODRA (AWY W41)	
<b>LATOS 1B 121.200</b>	<b>RT</b> intercept R221 <b>BIK</b> to LATOS (AWY W65)	
<b>NOBBY 1B 121.200</b>	<b>RT</b> intercept R193 <b>BIK</b> to NOBBY (AWY W64)	
<b>NUPIA 1B 121.200</b>	<b>RT</b> intercept R164 <b>BIK</b> to NUPIA (AWY W63)	
<b>OBASA 1B 121.200</b>	<b>RT</b> intercept R133 <b>BIK</b> to OBASA (AWY W62)	
<b>ONTAL 1B 121.200</b>	<b>RT</b> intercept R250 <b>BIK</b> to ONTAL (AWY W53)	
	<b>Runway 29</b>	
<b>FILMO 1B 121.200</b>	at <b>BIK LT</b> intercept R281 <b>BIK</b> to FILMO (AWY W61)	
<b>IBAMA 1B 121.200</b>	at <b>BIK LT</b> intercept R276 <b>BIK</b> to IBAMA (AWY W41)	
<b>LATOS 1E 121.200</b>	at <b>BIK LT</b> intercept R221 <b>BIK</b> to LATOS (AWY W65)	
<b>ONTAL 1E 121.200</b>	at <b>BIK LT</b> intercept R250 <b>BIK</b> to ONTAL (AWY W53)	

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**BIK-WABB**

5-30

**SIDs RWY 29 C DEP's****FILMO 1C / IBAMA 1C / JODRA 1C / LATOS 1C / NOBBY 1C / NUPIA 1C / OBASA 1C /  
ONTAL 1C**

RWY 29 (286°)

DESIGNATOR	ROUTING	ALTITUDES
<b>FILMO 1C</b> <b>121.200</b>	at MNM <b>2500 LT</b> intercept R281 <b>BIK</b> to FILMO (AWY W61)	
<b>IBAMA 1C</b> <b>121.200</b>	at MNM <b>2500 LT</b> intercept R276 <b>BIK</b> to IBAMA (AWY W41)	
<b>JODRA 1C</b> <b>121.200</b>	at <b>BIK LT</b> intercept R105 <b>BIK</b> to JODRA (AWY W41)	
<b>LATOS 1C</b> <b>121.200</b>	at MNM <b>2500 LT</b> intercept R221 <b>BIK</b> to LATOS (AWY W65)	
<b>NOBBY 1C</b> <b>121.200</b>	at <b>BIK LT</b> intercept R193 <b>BIK</b> to NOBBY (AWY W64)	
<b>NUPIA 1C</b> <b>121.200</b>	at <b>BIK LT</b> intercept R164 <b>BIK</b> to NUPIA (AWY W63)	
<b>OBASA 1C</b> <b>121.200</b>	at <b>BIK LT</b> intercept R133 <b>BIK</b> to OBASA (AWY W62)	
<b>ONTAL 1C</b> <b>121.200</b>	at MNM <b>2500 LT</b> intercept R250 <b>BIK</b> to ONTAL (AWY W53)	

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**SIDs RWY 29 D DEPs****FILMO 1D / IBAMA 1D / JODRA 1D / LATOS 1D / NOBBY 1D / NUPIA 1D / OBASA 1D / ONTAL 1D**

RWY 29 (286°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 29</b>	
<b>FILMO 1D</b> 121.200	at MNM <b>2500 RT</b> direct <b>BIK - RT</b> intercept R281 <b>BIK</b> to FILMO (AWY W61)	<b>BIK MNM 4000</b>
<b>IBAMA 1D</b> 121.200	at MNM <b>2500 RT</b> direct <b>BIK - RT</b> intercept R276 <b>BIK</b> to IBAMA (AWY W41)	<b>BIK MNM 4000</b>
<b>JODRA 1D</b> 121.200	at MNM <b>2500 LT</b> intercept R105 <b>BIK</b> to JODRA (AWY W41)	
<b>LATOS 1D</b> 121.200	at MNM <b>2500 RT</b> direct <b>BIK - RT</b> intercept R221 <b>BIK</b> to LATOS (AWY W65)	<b>BIK MNM 4000</b>
<b>NOBBY 1D</b> 121.200	at MNM <b>2500 LT</b> intercept R193 <b>BIK</b> to NOBBY (AWY W64)	
<b>NUPIA 1D</b> 121.200	at MNM <b>2500 LT</b> intercept R164 <b>BIK</b> to NUPIA (AWY W63)	
<b>OBASA 1D</b> 121.200	at MNM <b>2500 LT</b> intercept R133 <b>BIK</b> to OBASA (AWY W62)	
<b>ONTAL 1D</b> 121.200	at MNM <b>2500 RT</b> direct <b>BIK - RT</b> intercept R250 <b>BIK</b> to ONTAL (AWY W53)	<b>BIK MNM 4000</b>

**BIK-WABB**

**NIL**

## STARS

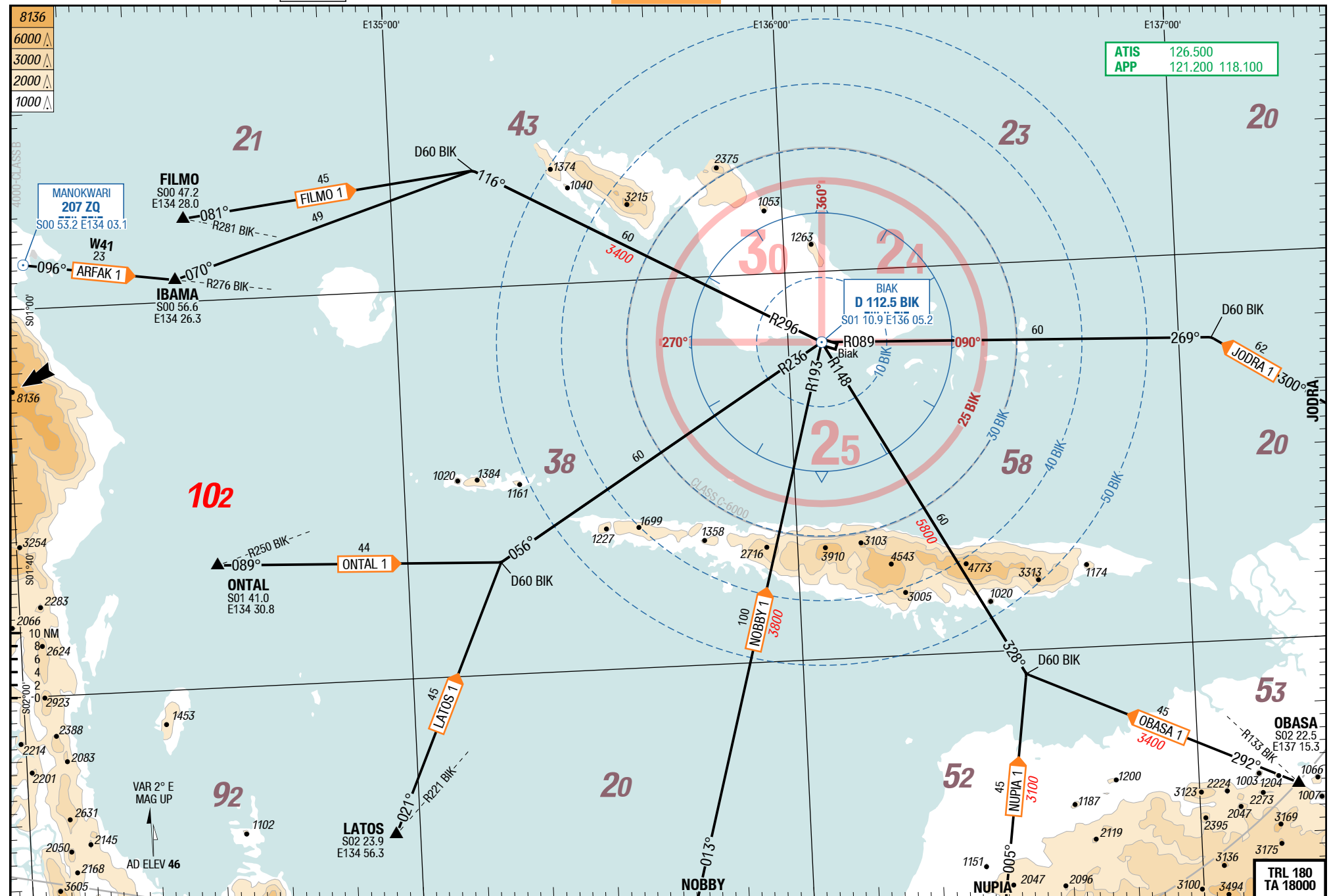
# STAR

# STAR

NIL

## STARS

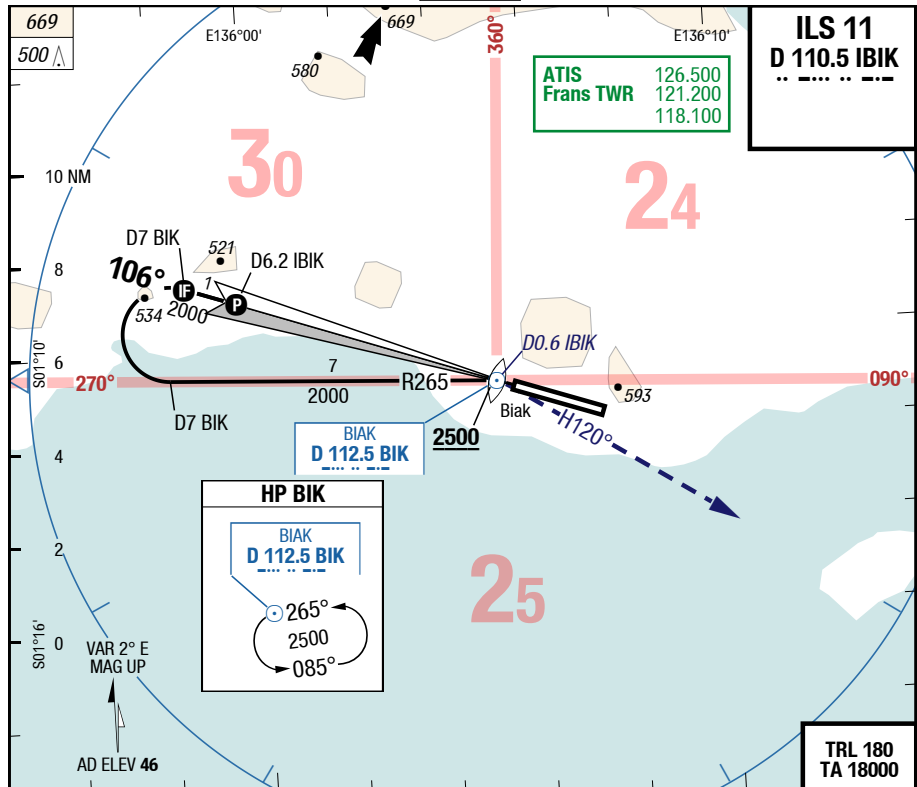
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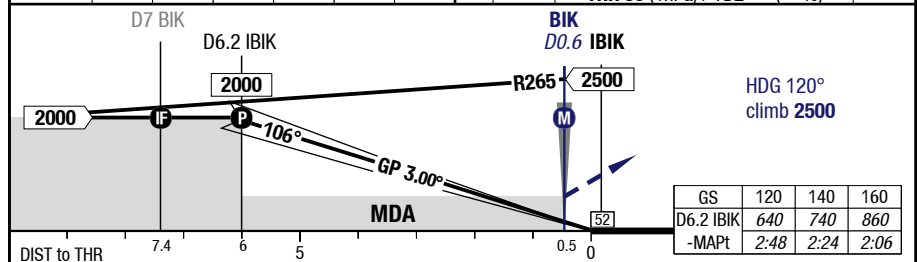
Changes: Track, OBST, VAR

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**BIK-WABB****ILS 11**

LOC 3.00° D IBIK	6.2	6	5	4	3	2	11	PAPI angle not AVBL HL
	2000	1940	1630	1310	990	670	HL-S	3570 x 45
								THR 36 (1hPa) / TDZ --- (---%) -0.1%



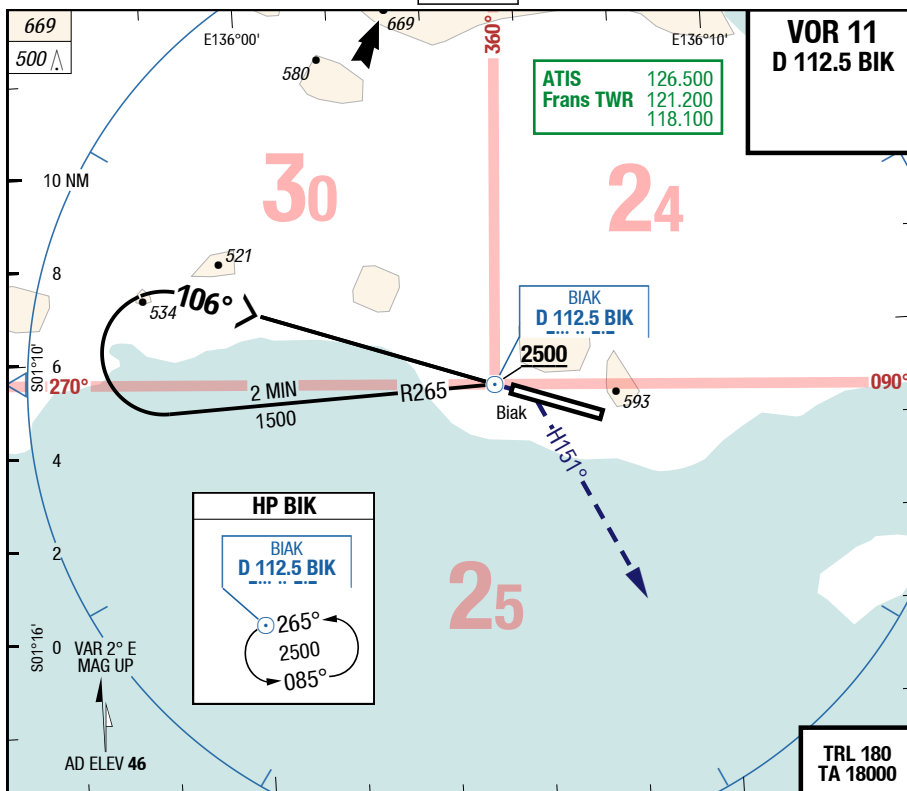
11	Cat 1 DME <sup>1)</sup>	LOC DME				Circling
C	ft - m/km ft	240 - 1.3V 280	610 - 3.4V 640			1010 - 4.9V 1050
D	ft - m/km ft	240 - 1.3V 280	610 - 3.4V 640			1010 - 5.0V 1050

1) With EVS VIS 900m

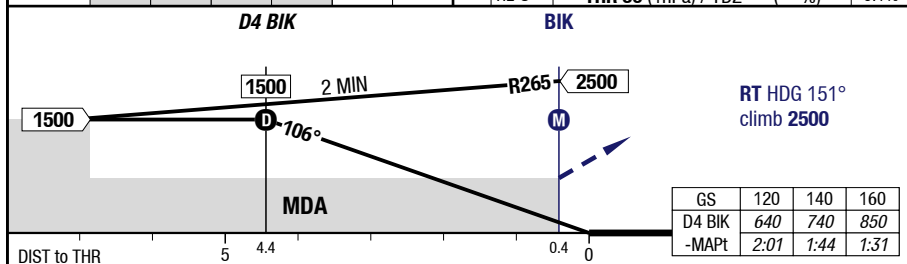
Changes: MIN, FREQ, Track, TA, TRL, APL, FAP, VAR

# BIK-WABB

**VOR 11**

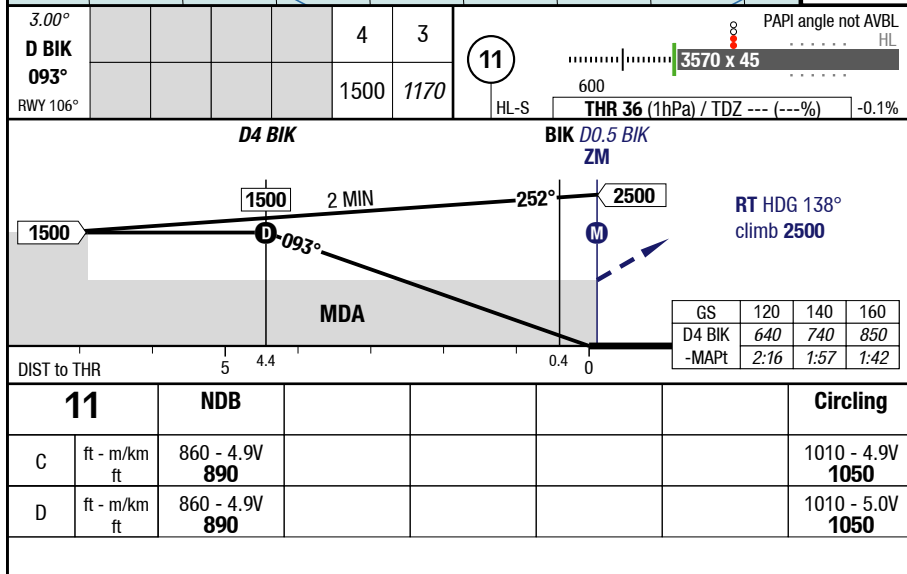


<b>3.00°</b>					4	3	
<b>D BIK</b>					1500	1180	<div style="text-align: right;">PAPI angle not AVBL HL</div> <div style="position: absolute; left: 50%; transform: translate(-50%, -50%); font-size: 2em;">11</div> <div style="position: absolute; left: 50%; transform: translate(-50%, -50%); font-weight: bold;">HL-S</div> <div style="position: absolute; left: 50%; transform: translate(-50%, -50%); font-weight: bold;">THR 36 (1hPa) / TDZ --- (---%) -0.1%</div>



<b>11</b>		<b>VOR</b>					<b>Circling</b>
C	ft - m/km ft	850 - 4.8V <b>880</b>					1010 - 4.9V <b>1050</b>
D	ft - m/km ft	850 - 4.8V <b>880</b>					1010 - 5.0V <b>1050</b>

## NDB 11



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