

**GENERAL****Operational Hours****ATS Hours:** 2100-0800**AD ADMIN Hours:** 2300-0700**Airport Information****RFF:** CAT 6**PCN:** RWY 09/27: 42/F/C/X/T**Customs:** O/R**DEPARTURE****Take-off Minima**

RWY		09/27	
All ACFT	ft - m/km	0 - 400V	HJ only
		0 - 800V	HN

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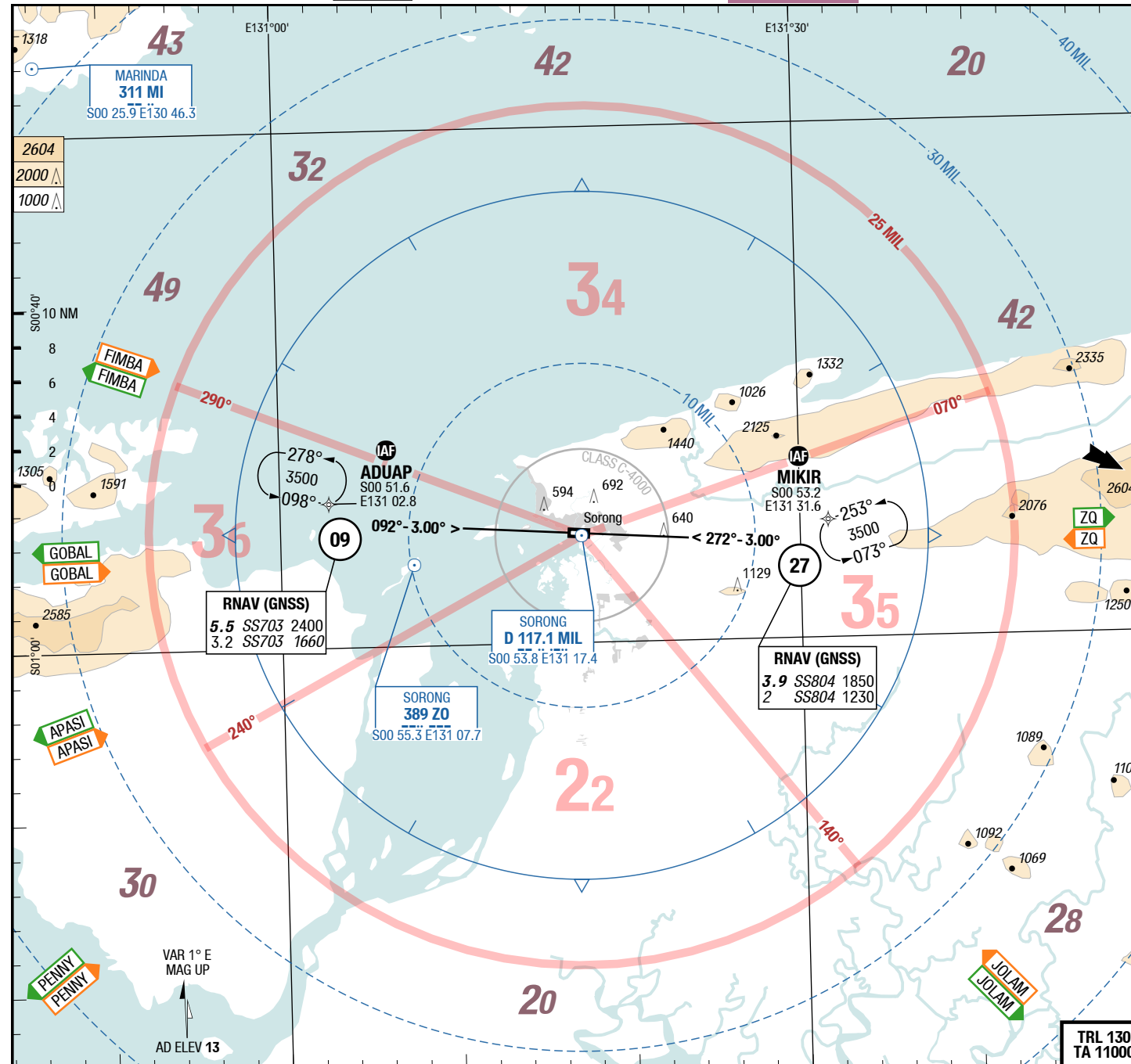
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AFC

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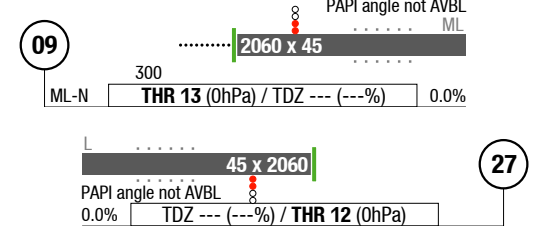
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ATIS 126.100 2100-0830  
APP 124.200 2100-0800  
Eduard TWR 118.800 2100-0800  
122.800 2100-0800

Landing RWY system:



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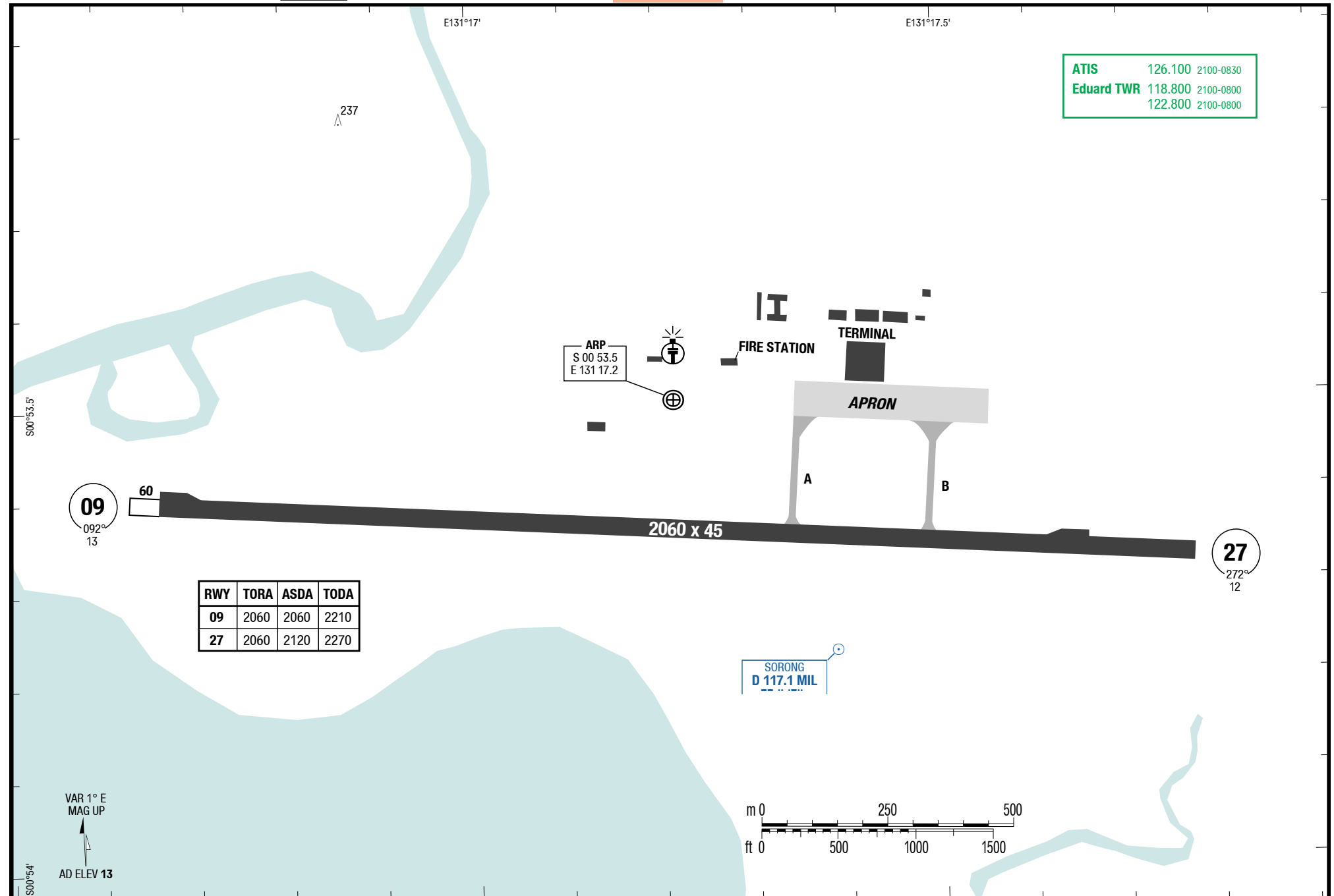
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SIDs RWY 27

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SIDs RWY 09

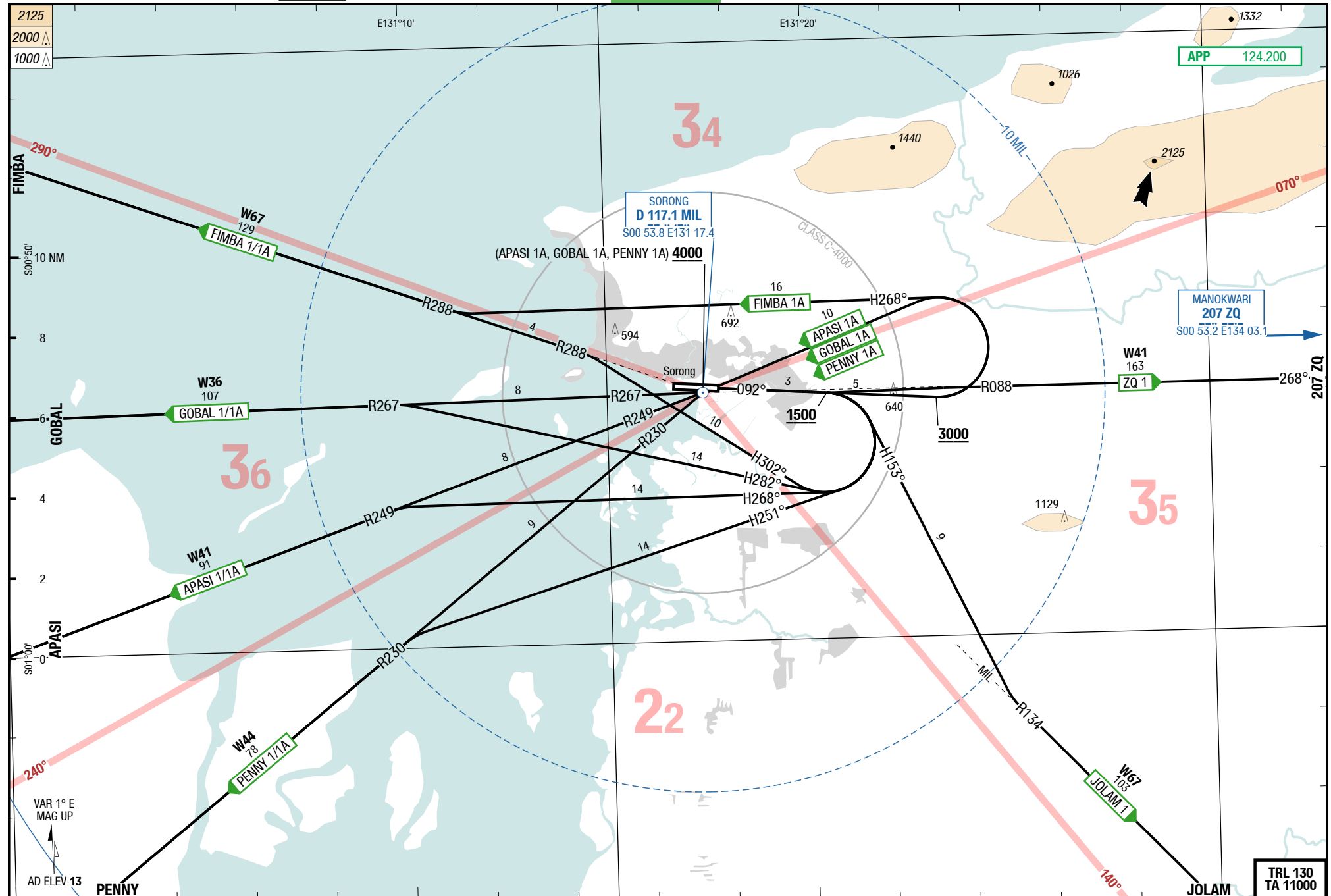
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SIDs RWY 27

SIDs RWY 09



Changes: new

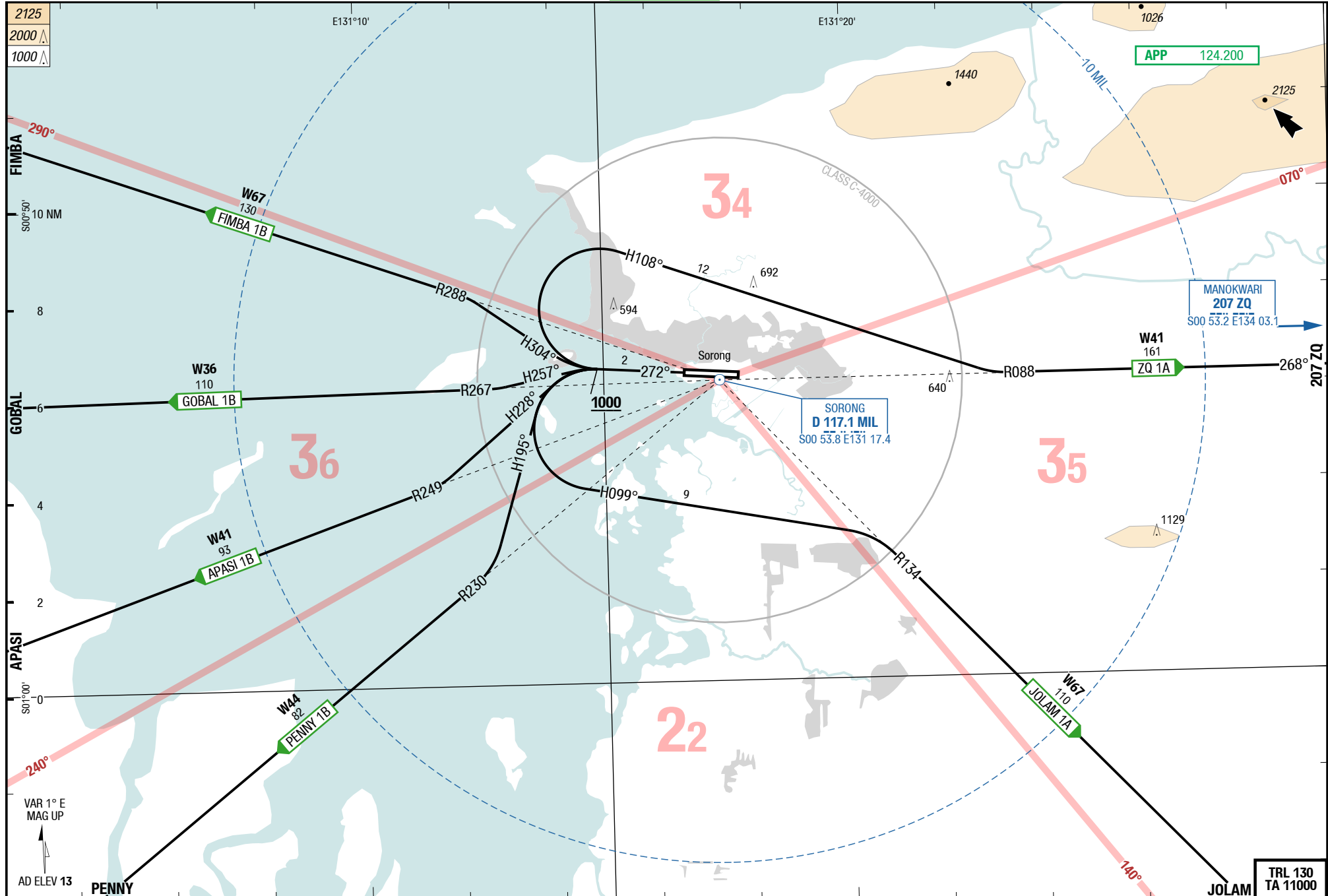
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## SIDs RWY 27



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**SIDs RWY 09****SIDPT****APASI 1 / APASI 1A / FIMBA 1 / FIMBA 1A / GOBAL 1 / GOBAL 1A / JOLAM 1 / MANOKWARI 1 / PENNY 1 / PENNY 1A**

RWY 09 (092°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 09</b>	
<b>APASI 1</b> <b>124.200</b>	at MNM <b>1500 RT</b> H268° - intercept R249 <b>MIL</b> to APASI (AWY W41)	
<b>APASI 1A</b> <b>124.200</b>	at MNM <b>3000 LT</b> direct <b>MIL</b> - R249 <b>MIL</b> to APASI (AWY W41)	<b>MIL MNM 4000</b>
<b>FIMBA 1</b> <b>124.200</b>	at MNM <b>1500 RT</b> H302° - intercept R288 <b>MIL</b> to FIMBA (AWY W67)	
<b>FIMBA 1A</b> <b>124.200</b>	at MNM <b>3000 LT</b> H268° - intercept R288 <b>MIL</b> to FIMBA (AWY W67)	
<b>GOBAL 1</b> <b>124.200</b>	at MNM <b>1500 RT</b> H282° - intercept R267 <b>MIL</b> to GOBAL (AWY W36)	
<b>GOBAL 1A</b> <b>124.200</b>	at MNM <b>3000 LT</b> direct <b>MIL</b> - R267 <b>MIL</b> to GOBAL (AWY W36)	<b>MIL MNM 4000</b>
<b>JOLAM 1</b> <b>124.200</b>	at MNM <b>1500 RT</b> H153° - intercept R134 <b>MIL</b> to JOLAM (AWY W67)	
<b>MANOKWARI 1</b> <b>ZQ 1</b> <b>124.200</b>	at MNM <b>1500</b> intercept R088 <b>MIL</b> to <b>ZQ</b> (AWY W41)	
<b>PENNY 1</b> <b>124.200</b>	at MNM <b>1500 RT</b> H251° - intercept R230 <b>MIL</b> to PENNY (AWY W44)	
<b>PENNY 1A</b> <b>124.200</b>	at MNM <b>3000 LT</b> direct <b>MIL</b> - R230 <b>MIL</b> to PENNY (AWY W44)	<b>MIL MNM 4000</b>

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**SIDs RWY 27****SIDPT**

**APASI 1B / FIMBA 1B / GOBAL 1B / JOLAM 1A / MANOKWARI 1A / PENNY 1B**  
**RWY 27 (272°)**

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 27</b>	
<b>APASI 1B</b> <b>124.200</b>	at MNM <b>1000 LT</b> H228° - intercept R249 <b>MIL</b> to APASI (AWY W41)	
<b>FIMBA 1B</b> <b>124.200</b>	at MNM <b>1000 RT</b> H304° - intercept R288 <b>MIL</b> to FIMBA (AWY W67)	
<b>GOBAL 1B</b> <b>124.200</b>	at MNM <b>1000 LT</b> H257° - intercept R267 <b>MIL</b> to GOBAL (AWY W36)	
<b>JOLAM 1A</b> <b>124.200</b>	at MNM <b>1000 LT</b> H099° - intercept R134 <b>MIL</b> to JOLAM (AWY W67)	
<b>MANOKWARI 1A</b> <b>ZQ 1A</b> <b>124.200</b>	at MNM <b>1000 RT</b> H108° - intercept R088 <b>MIL</b> to <b>ZQ</b> (AWY W41)	
<b>PENNY 1B</b> <b>124.200</b>	at MNM <b>1000 LT</b> H195° - intercept R230 <b>MIL</b> to PENNY (AWY W44)	

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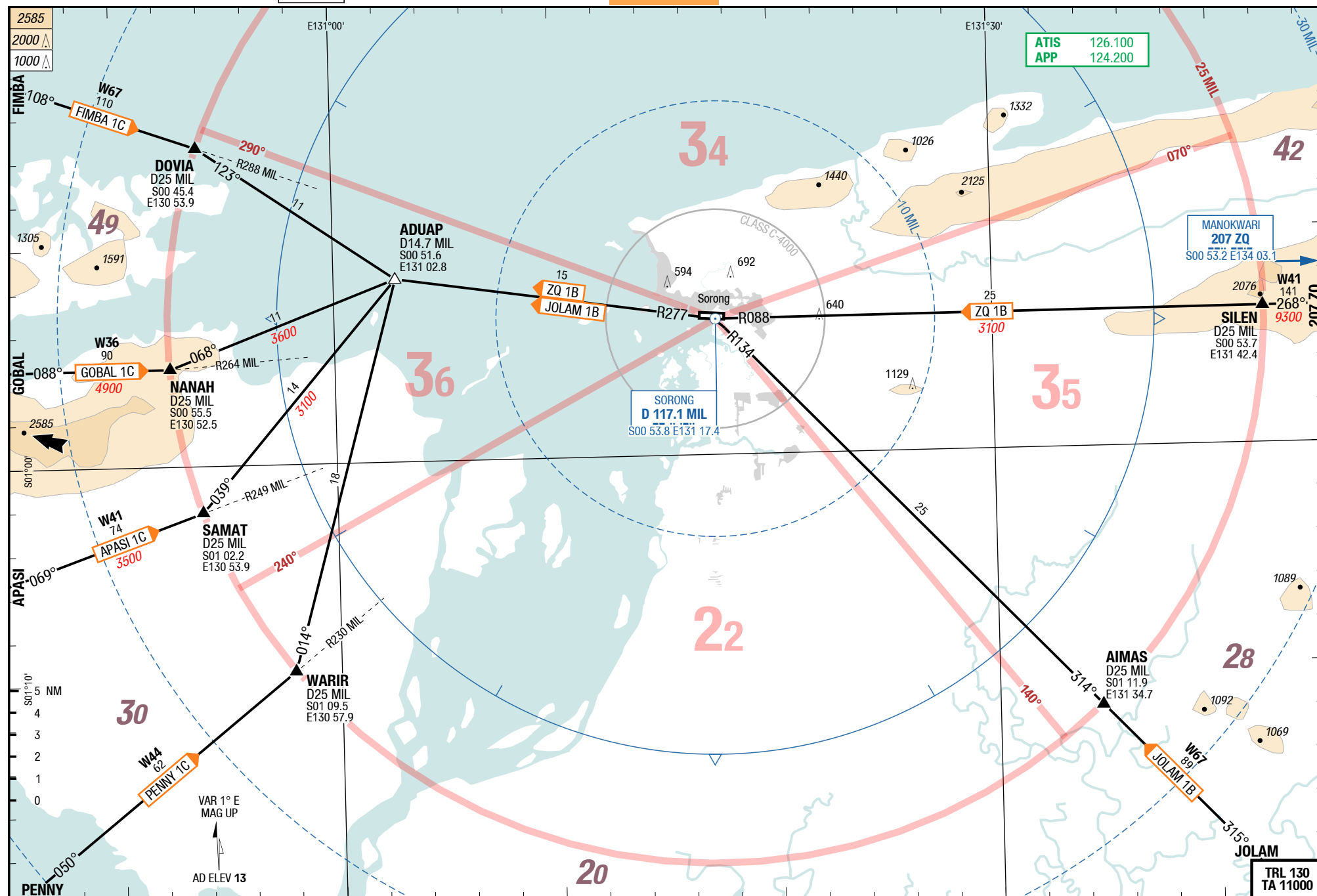
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[STARs RWY 27]  
**STARs RWY 09**

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**STARs RWY 09**

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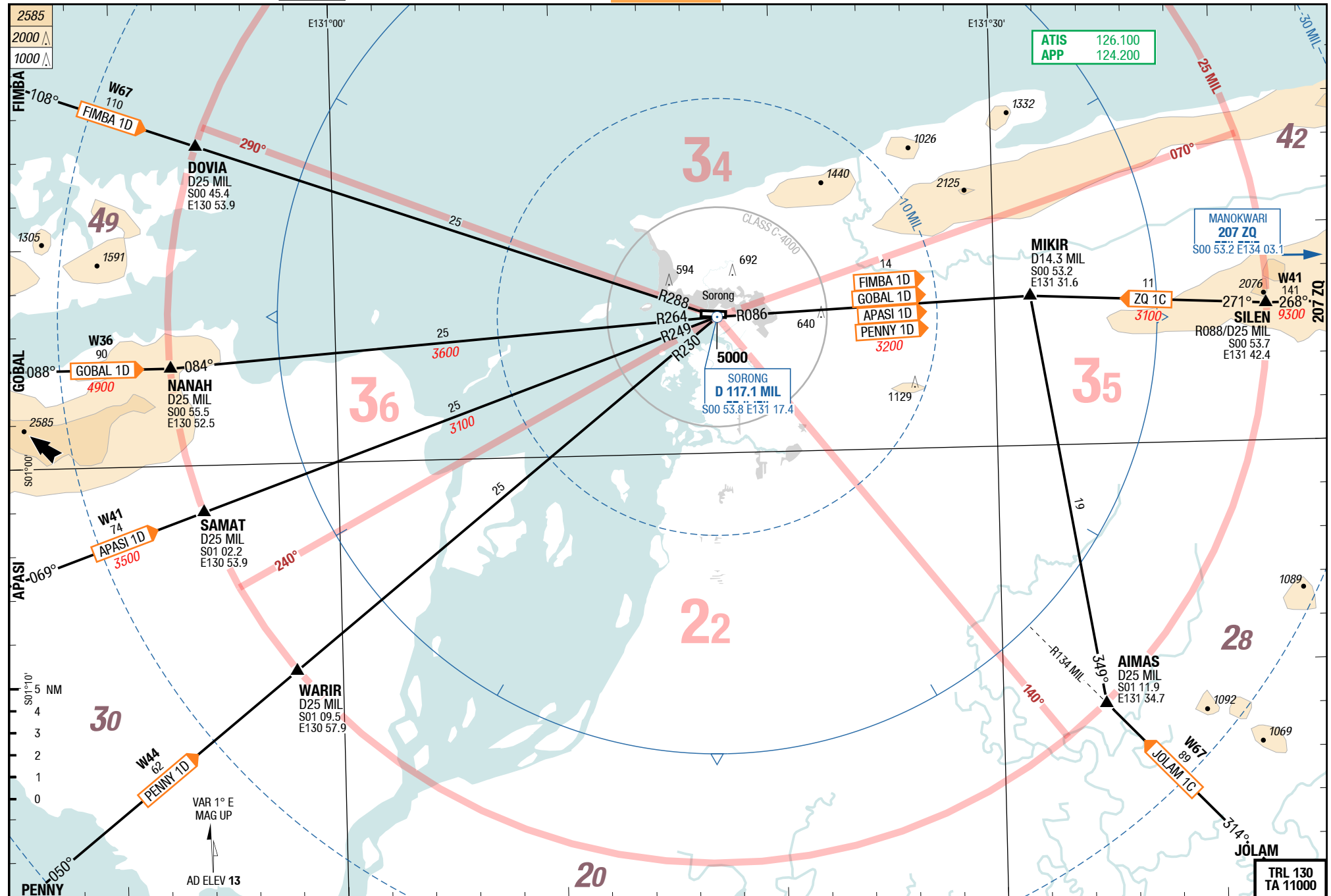
STARs RWY 27

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STARs RWY 27

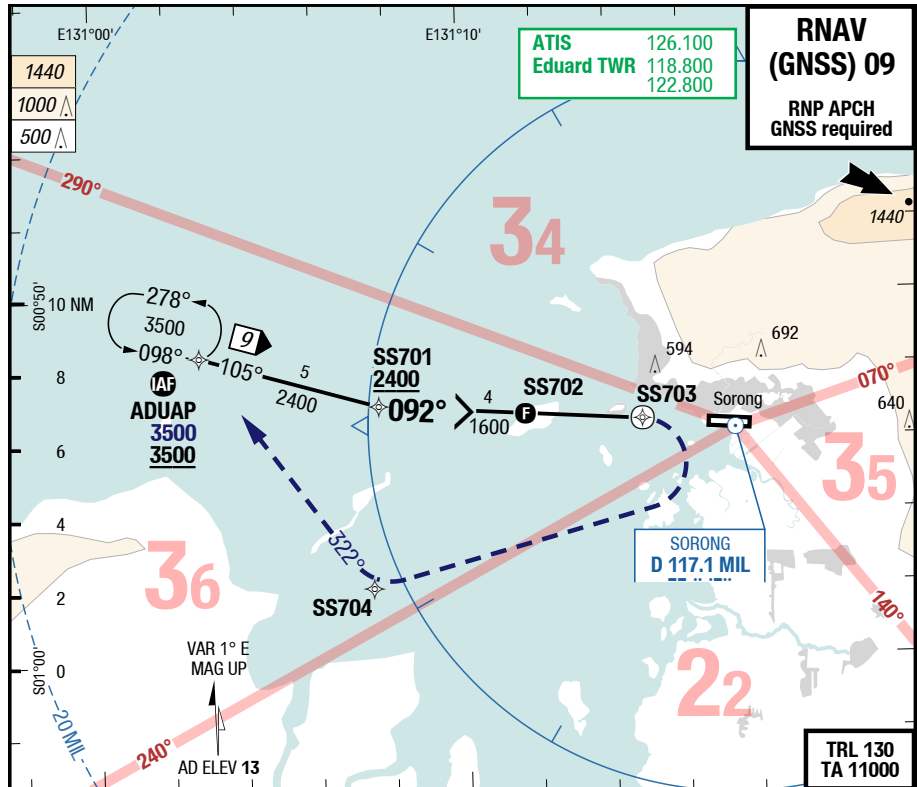


Changes: new

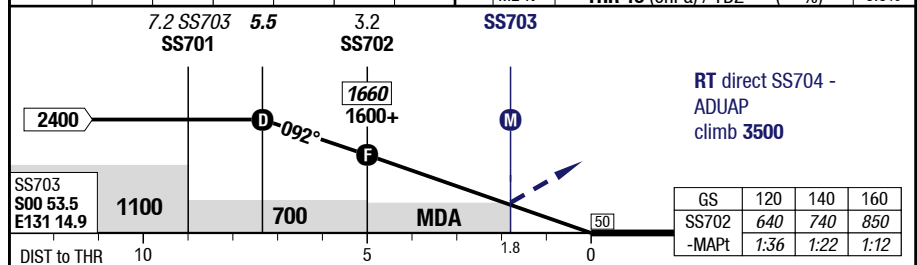
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**RNAV (GNSS) 09**

3.00° <b>SS703</b>	5.5	5	4	3	2	1	<b>09</b>	PAPI angle not AVBL ML
	2400	2230	1910	1600	1280	960	ML-N	2060 x 45
							THR 13 (0hPa) / TDZ --- (%)	0.0%



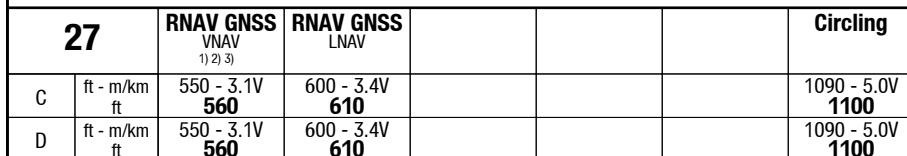
<b>09</b>		<b>RNAV GNSS</b> VNAV 1) 2) 3)	<b>RNAV GNSS</b> LNAV			<b>Circling</b>
C	ft - m/km ft	570 - 3.2V <b>580</b>	640 - 3.6V <b>650</b>			1090 - 5.0V <b>1100</b>
D	ft - m/km ft	570 - 3.2V <b>580</b>	640 - 3.6V <b>650</b>			1090 - 5.0V <b>1100</b>

1) Uncompensated BARO VNAV NA below +15°C (59°F)  
2) SBAS use for VNAV not applicable or not authorized

3) With EVS VIS 2.1km

Changes: new

## RNAV (GNSS) 27

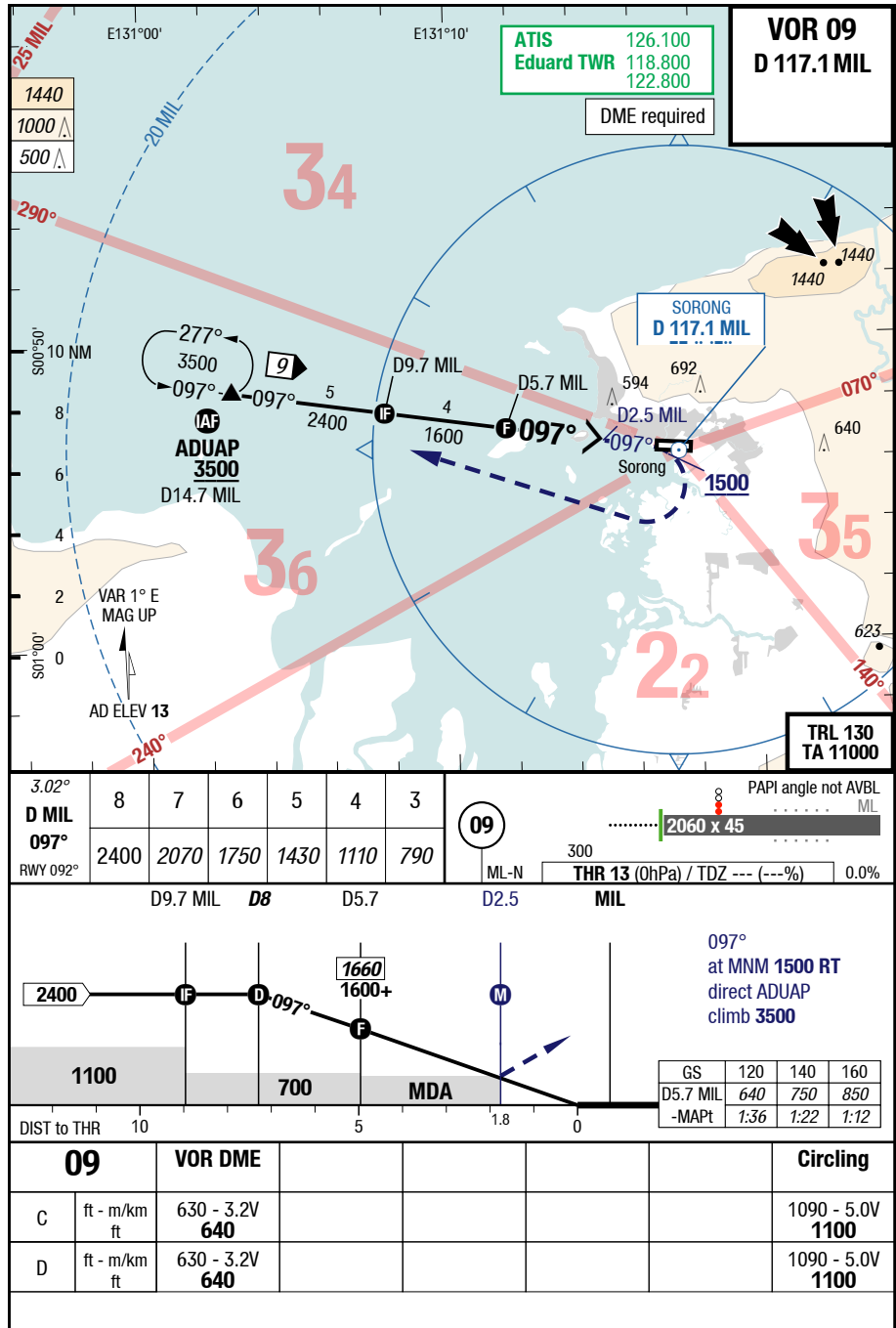


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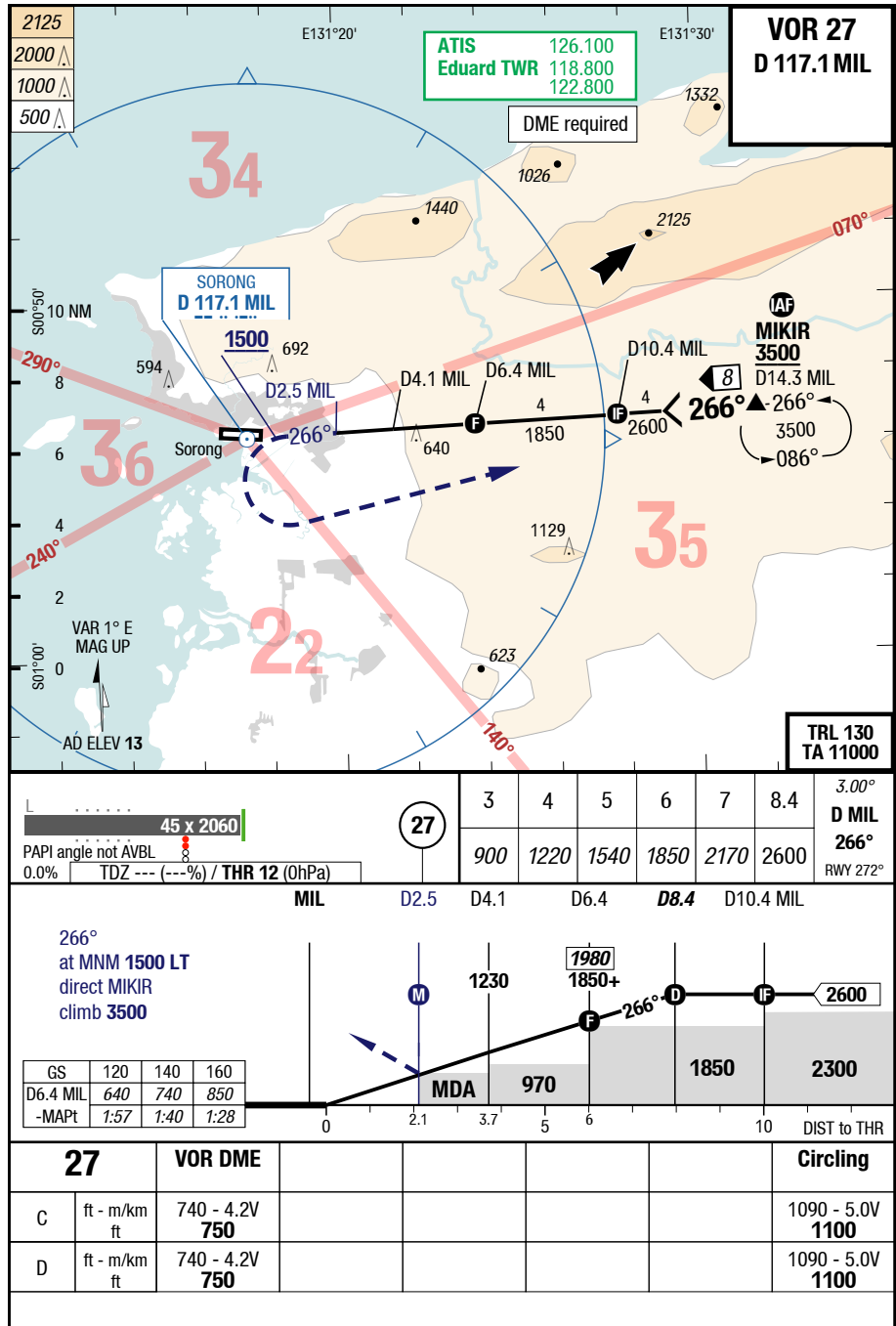
**VOR 09**

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**VOR 27**

Changes: new