WADL AD 2.1 AERODROME LOCATION INDICATOR AND NAME

WADL – PRAYA / Zainuddin Abdul Madjid International

WADL AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

ARP coordinates and site at AD	084526S 1161636E
Direction and distance from (City)	171º, 6 km from Praya
Elevation/Reference temperature & Mean low temperature	343 ft / 32ºC
Geoid undulation at AD ELEV PSN	NIL
MAG VAR/Annual change	1ºE (2020) / 0.06º Decreasing
AD Operator, address, telephone, telefax, e-mail, AFS & website	PT. Angkasa Pura I Zainuddin Abdul Madjid International Airport Jl. Raya Tanak Awu Lombok Tengah Tel : (+62370) 6157000 Telefax : (+62370) 6157010 E-mail : lop.ao@ap1.co.id ← AFS : NIL Website : http://www.lombok-airport.co.id
Type of traffic permitted (IFR/VFR)	IFR / VFR
Remarks	NIL

WADL AD 2.3 OPERATIONAL HOURS

Aerodrome operator	H24
Customs and immigration	H24
Health and sanitation	H24
AIS Briefing Office	NIL
ATS Reporting Office (ARO)	H24
MET Briefing Office	H24
ATS	H24
Fuelling	H24
Handling	H24
Security	H24
De-icing	Not Applicable
Remarks	- Local Time : UTC + 8 HR - AIS available at AIS Denpasar Regional Office H24

WADL AD 2.4 HANDLING SERVICE AND FACILITIES

Cargo - Handling facilities	PT. Krisna Multi Sarana Indonesia (KMSI) PT. Angkasa Pura Logistik
Fuel/oil types	Jet A1 AVTUR
Fuelling facilities/Capacity	1 Storage Tank 500kL 3 Storage Tank @ 180kL 4 Tank Refueller @ 16kL 1 Tank Refueller @ 12kL Fuel Truck Refuelling Pressure Refuelling (1000L/min)
De-icing facilities	Not Applicable
Hangar space for visiting aircraft	NIL
Repair facilities for visiting aircraft	NIL
Remarks	NIL

WADL AD 2.5 PASSENGER FACILITIES

Hotels	In the city
Restaurants	At aerodrome
Transportation	Taxi, rent car and bus
Medical facilities	First aid at aerodrome, hospital in the city
Bank and Post Office	At aerodrome
Tourist Office	At aerodrome
Remarks	NIL

WADL AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

AD category for fire fighting	Category 7
Rescue equipment	2 Units Foam Tender Type I 1 Unit Foam Tender Type IV ← 1 Unit Rubber Boat 1 Unit Nurse Tender 3 Units Ambulance 1 Unit Utility Car 1 Unit Commando Car
Capability for removal of disabled aircraft	NIL
Remarks	Capability for removal of disabled aircraft supported by I Gusti Ngurah Rai International Airport – Denpasar, Salvage for B737 Series and A330 MAX Tons Tel : (+62361) 9351011 ext.5155/5156

WADL AD 2.7 SEASONAL AVAILABILITY – CLEARING

Types of clearing equipment	Not Applicable
Clearance priorities	Not Applicable
Remarks	Not Applicable

WADL AD 2.8 APRON, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

APRON SURFACE AND STRENGTH

Designation	= Apron (Aircraft Stand 1 and 5)
Surface	= Concrete
Strength	= PCN 61/R/A/X/T
Designation	= Apron (Aircraft Stand 2,3,4 and 6)
Surface	= Concrete
Strength	= PCN 64/R/A/X/T
Designation	= Apron (Aircraft Stand 7-16)
Surface	= Concrete
Strength	= PCN 72/R/A/X/T
Designation	= Apron (Aircraft Stand 17-22)
Surface	= Concrete
Strength	= PCN 66/R/A/X/T
Designation	= Apron (Aircraft Stand 23-24)
Surface	= Concrete
Strength	= PCN 66/R/A/X/T

TAXIWAY WIDTH, SURFACE AND STRENGTH

Designation	= TWY A
Width	= 23 m
Surface	= Asphalt
Strength	= PCN 64/F/A/X/T
Designation	= TWY SP
Width	= 23 m
Surface	= Asphalt
Strength	= PCN 64/F/A/X/T
Designation	= TWY B
Width	= 23 m
Surface	= Asphalt
Strength	= PCN 64/F/A/X/T
Designation	= TWY C
Width	= 23 m
Surface	= Asphalt
Strength	= PCN 60/F/A/X/T

Altimeter checkpoint location and elevation .	NIL
VOR checkpoints	NIL
INS checkpoints	See Aircraft Parking/Docking Chart
Remarks.....	Dimension of Apron : Aircraft stand 1-6 : 21 912.3 m^2 Aircraft stand 7-16 : 382.5 m x 126 m Aircraft stand 17-22 : 21 453.06 m^2 Aircraft stand 23-24 : 28 044 m^2 ←

WADL AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	TWY Guide Lines: Aircraft Stands Lines, Parking Guidance Sign Board, Nose Wheel Guidelines at Apron, Nose In Guidance System by Parking Stand Number.
RWY and TWY markings and LGT.....	Marking RWY : Designator, THR, TDZ, Centre Line, Side Stripe, Aiming Point. TWY : RWY holding position, Side Stripe, Centre line. Light RWY : THR, End, Edge. TWY : Edge.
Stop bars and Runway guard lights.....	NIL
Other runway protection measures.....	NIL
Remarks.....	NIL

WADL AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/Type, colour	Remarks
1	2	3	4	5	6
NIL	NIL	NIL	NIL	NIL	NIL

In Area 3					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/Type, colour	Remarks
1	2	3	4	5	6
NIL	NIL	NIL	NIL	NIL	NIL

WADL AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

Associated MET Office	MET Station Zainuddin Abdul Madjid
Hours of service	H24
MET Office outside hours.....	NIL
Office responsible for TAF preparation	MET Station Zainuddin Abdul Madjid
Period of validity	H24
Trend forecast	TREND
Interval of issuance	30 Minutes routine
Briefing/Consultation provided	Personal briefing and Telephone
Flight documentation	Chart, Abbreviated Plain Language Texts
Language(s) used	English
Charts and other information available for briefing or consultation	S, U, Radar images, Satellite images.
Supplementary equipment available for providing information	AWOS, Weather Radar, Lidar Volcanic Ash, Wind Profiler, Synergie, Aerometweb
ATS units provided with information	TWR, APP
Additional information (limitation of Service etc)	Telp : (+62) 8113901079 Email : stamet.selaparang@bmkg.go.id

WADL AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR		True BRG	Dimensions of RWY (M)	Strength (PCN) and Surface of RWY and SWY	THR coordinate RWY end coordinates THR geoid undulation
1		2	3	4	5
1	13	128.96°	3 300 x 45	64/F/A/X/T Asphalt	THR 084457.86S 1161556.00E
2	31	308.96°	3 300 x 45	64/F/A/X/T Asphalt	THR 084605.35S 1161719.90E

THR Elevation and Highest Elevation of TDZ of Precision APP RWY		Slope of RWY-SWY	SWY Dimensions (M)	CWY Dimensions (M)	Strip Dimensions (M)
6		7	8	9	10
1	THR 307 ft	0.332% (Down to SE of RWY 13 THR)	60 x 45	420 x 150	3540 x 300
2	THR 343 ft	0.332% (Up to Center of RWY 31 THR)	60 x 45	300 x 150	3540 x 300

RESA Dimensions (M)		Location and Description of Arresting system	OFZ	Remarks
11		12	13	14
1	240 x 90	NIL	NIL	Surface of RWY Strip and RESA : Graded Grass
2	90 x 90	NIL	NIL	

WADL AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
13	3300	3720	3360	3300	NIL
31	3300	3600	3360	3300	NIL

WADL AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator		APCH LGT Type LEN INTST	THR LGT Colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN
1		2	3	4	5
1	13	PALS 900 m, LIH	Green	PAPI, Left / 3°	NIL
2	31	MALS 420 m, LIH	Green	PAPI, Left / 3°	NIL

RWY Centre Line LGT LEN, Spacing, Colour, INTST		RWY Edge LGT LEN, Spacing Colour, INTST	RWY End LGT Colour WBAR	SWY LGT LEN (M) Colour	Remarks
6		7	8	9	10
1	NIL	White, Yellow	Red	NIL	NIL
2	NIL	White, Yellow	Red	NIL	NIL

WADL AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

ABN/IBN Location, Characteristics and Hours of Operation	ABN : On top of Tower Building, Flashing White / Green, Rotating Frequency 30 rpm, H24
LDI Location and LGT	LDI : Available
Anemometer Location and LGT	Anemometer : RWY 13 & 31
TWY Edge and Centre Line Lighting	Edge : All TWY Centre Line : Not Available
Secondary Power Supply/Switch-Over Time	3 units Genset 2000 kVA ← Switch over time : 20 seconds 1 unit Genset 1000 kVA Switch over time : 12 seconds
Remarks	Apron Flood LGT available

WADL AD 2.16 HELICOPTER LANDING AREA

Coordinates TLOF or THR of FATO	NIL
Geoid undulation	NIL
TLOF and/or FATO elevation (m/ft)	NIL
TLOF and FATO Area dimensions, surface, strength, marking	NIL
True BRG of FATO	NIL
Declared distance available	NIL
APP and FATO lighting	NIL
Remarks	NIL

WADL AD 2.17 ATS AIRSPACE

Designation and Lateral Limits	Lombok CTR: 080800S 1154000E 080956.74S 1154909.63E 081250.82S 1160325.93E 081651.59S 1162311.69E thence along 30 NM arc centered at “LMB” VOR/DME until 091308.93S 1160410.55E 090700S 1155200E 080800S 1154000E
Vertical Limits	GND / Water up to 6 000 ft
Airspace Classification	C
ATS Unit Call Sign	Madjid Tower ←
Language(s)	English
Transition Altitude	11 000 ft / FL130
Hours of applicability	H24
Remarks	NIL

WADL AD 2.18 ATS COMMUNICATION FACILITIES

Service designation		Call sign	Channel	SATVOICE number (s)
1		2	3	4
1	APP	Madjid Tower	118.55 MHz 118.95 MHz (SRY)	NIL
2	TWR	Madjid Tower	118.55 MHz 118.95 MHz (SRY)	NIL
3	ATIS	NIL	126.7 MHz	NIL

Logon address		Hours of operation	Remarks
5		6	7
1	NIL	H24	Combine Service
2	NIL	H24	
3	NIL	H24	NIL

WADL AD 2.19 RADIO NAVIGATION AND LANDING AID

Type of aids, Magnetic variation, and Type of supported operation for ILS/MLS, Basic GNSS, SBAS, and GBAS, and for VOR/ILS/MLS also Station declination used for technical line-up of the aid		ID	Frequency(ies), Channel number(s), Service provider and Reference Path Identifier(s) (RPI)	Hours of operation
1		2	3	4
1	VOR / DME	LMB	116.0 MHz / CH107X	H24
2	ILS / LOC	ILMB	109.9 MHz	H24
3	GP	NIL	333.8 MHz	H24
4	DME	NIL	CH36X	H24
5	MM	NIL	75 MHz	H24

Geographical coordinates of the position of the transmitting antenna		Elevation of the transmitting antenna of DME, of DME/P, Elevation of GBAS reference point, and The ellipsoid height of the point. For SBAS, The ellipsoid height of the landing threshold point (LTP) or The fictitious threshold point (FTP)	Service volume radius from the GBAS reference point	Remarks
5		6	7	8
1	084620.4S 1161738.6E	NIL	NIL	NIL
2	084611.3S 1161727.3E	NIL	NIL	NIL
3	084500.9S 1161606.0E	NIL	NIL	NIL
4	084500.9S 1161606.0E	NIL	NIL	NIL
5	084436.4S 1161529.3E	NIL	NIL	NIL

WADL AD 2.20 LOCAL AERODROME REGULATIONS

1. Taxiing to and from stands

Procedure for start-up and pushback of Aircraft

a. Ground crew must ensure that the area behind and Aircraft is clear of vehicles, equipment and other obstruction before the start-up or pushback of Aircraft commence.
b. When the pilot is ready for start-up and pushback. The pilot shall seek confirmation from the ground crew and there is no hazard to this Aircraft starting up. The pilot shall notify to Tower Controller that the aircraft is ready for pushback. On being told by Madjid Tower that pushback is approved the pilot shall coordinate with the ground crew for the start-up and pushback of the Aircraft.
c. Aircraft on parking stand Nr.1, 2, 3, and 5, shall start and push back heading east until west of parking stand Nr.6, taxi out via TWY C.
d. Aircraft on parking stand Nr.23, shall start and push back heading east, taxi out via TWY B.
e. Aircraft on parking stand Nr.24, shall push back heading east, and pull before start, taxi out via TWY B.
f. Aircraft parking at stand Nr.4,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21 and 22 push back and start engines normally.
g. If parking stand Nr.2 in used, parking stand Nr.1 and 3 off.
h. If parking stand Nr.1 or 3 in used, parking stand Nr.2 off.
i. If parking stand Nr.5 in used, parking stand Nr.4 and 6 off.
j. If parking stand Nr.4 or 6 in used, parking stand Nr.5 off.
k. If parking stand Nr.18 in used, parking stand Nr.17 and 19 off.
l. If parking stand Nr.17 or 19 in used, parking stand Nr.18 off.
m. If parking stand Nr.21 in used, parking stand Nr.20 and 22 off.
n. If parking stand Nr.20 or 22 in used, parking stand Nr.21 off.
o. Taxi procedure follow guidelines holding near with holding point Bravo, maximum aircraft type C208.
p. For taxiing to and from parking stands instructed by Madjid Tower.
q. More detail information are shown on Aircraft Parking and Docking Chart.

2. Taxiing – limitations

a. ACFT type B739 and similar arrival using RWY 13 shall make 180 DEG turn at the turning area or end of RWY.
b. ACFT Type B747 and similar arrival using RWY 13 shall make 180 DEG turn at the end of RWY.
c. All ACFT are not allowed to make one wheel locked turn on RWY 13/31.
d. ACFT type B777 series taxi in and out via TWY A, TWY B and TWY SP.

3. School and training flights – technical test flights – use of runways

a. Training Area

AREA	COORDINATE	RADIUS	Position from LMB VOR		Ground Visual Reference Point	BORDER				LEVEL
			DME	RDL		NORTH	EAST	SOUTH	WEST	
TANJUNG SEMETI	085417S 1161035E	2 NM	10 NM	220°	Tanjung Semeti	LANCING HILL	KUTA BEACH	INDIAN OCEAN	SELONG BELANAK BEACH	3000 ft SFC

b. Type of Training
1) Area
2) Cross Country flight for short and long route
3) Instrument
4) Night Flight

4. Helicopter traffic – limitation

a. Introduction

1) Aerodrome Control Service, Flight Information Service and Alerting Service is provided by Madjid Aerodrome Control Tower (Madjid TWR) for arriving, departing and over flying helicopter within Zainuddin Abdul Madjid Aerodrome Traffic Circuit, within Lombok Control Zone (CTR) will be provided with Approach Control Service, Flight Information Service and Alerting Service is provided by Madjid Tower (APP-TWR combine services).
2) Helicopter Aiming Point on Praya / Zainuddin Abdul Madjid International Airport coordinate 084546.08S 1161646.20E.

b. Procedures

1) General
a) A Flight Plan shall be submitted prior departure in person or by telephone or by facsimile to the Air Traffic Services Reporting Office or by radio to the ATS Unit designated to serve as the departure aerodrome.
b) Submitted Flight Plan should be filled completely, containing current routes to be flown of agreed established and approved helicopter procedure.
c) Helicopter operating within Lombok Control Zone (CTR) shall be equipped with a functioning two-way VHF/HF Radio Communication and shall keep listening watch on the appropriate frequency.
d) Helicopter approach and take-off directions to and from aiming point shall be parallel to the existing runways.
e) Heavy helicopter is exempted from these procedures and will be served as fixed wing aircraft.
2) Departure Procedures
a) Start-up Clearance shall be issued by Madjid Tower on Frequency 118.55 MHz to helicopter on its Parking Stand for all the purpose.
b) Upon request taxi clearance will be given by Madjid Tower to Take-off position via:
(1) Air taxi to Aiming Point, or;
(2) Ground taxi to Runway via instructed taxiway.
c) Take-off Direction shall be suitable to Runway in Use, except other direction requested by Pilot and traffic permitted.

d) Turn after take-off shall be made in accordance with the Helicopter Traffic Circuit established for Praya / Zainuddin Abdul Madjid International. Take-off to the North Destination shall be cleared using North Helicopter Traffic Circuit, and take-off to the South Destination shall be cleared using South Helicopter Traffic Circuit.
e) The following positions of helicopter in traffic circuit where the departing helicopter will normally be setting course to destination at position cross wind leg.
f) Departure helicopter flights outside Airport of Praya / Zainuddin Abdul Madjid International pilot shall contact immediately to appropriate ATS Unit on specified frequency, if practicable before departure, nominates point of departure and time, intended altitude, destinations and estimate time of arrival or estimate time of overhead the destinations.
g) Departure Procedures from Praya / Zainuddin Abdul Madjid International as follows:
   (1) Departure Procedure to Benoa, Gili Trawangan and Selaparang Take-off Direction 13
   After Take-off turn right proceed to PENUNJAK RIVER (084525.56S 1161414.20E) maintain 500 ft or below then to LEMBAR (084350.00S 1160421.00E) after LEMBAR continued climb to intended altitude to destination or subject ATC Clearance.
   (2) Departure Procedure to Sembalun Lawang Take-off Direction 13
   After Take-off turn left proceed to EMBUNG RABA (084443.08S 1161830.20E) maintain 500 ft or below, after EMBUNG RABA then continued climb to intended altitude to destination or subject ATC Clearance.
   (3) Departure Procedure to Benete Take-off Direction 13
   After Take-off turn left join VFR Route Benete proceed to LABUHAN HAJI maintain 500 ft or below, after LABUHAN HAJI then continued climb to intended altitude to destination or subject ATC Clearance.
   (4) Departure Procedure to Mandalika Take-off Direction 13
   After Take-off turn right proceed to SENGKOL (085230.00S 1161639.10E) maintain 500 ft or below, after SENGKOL continued to Mandalika or subject ATC Clearance.
   (5) Departure Procedure to Benoa, Gili Trawangan and Selaparang Take-off Direction 31
   After Take-off turn left proceed to PENUNJAK RIVER (084525.56S 1161414.20E) maintain 500 ft or below than to LEMBAR (084350.00S 1160421.00E) after LEMBAR continued climb to intended altitude to destination or subject ATC Clearance.
   (6) Departure Procedure to Sembalun Lawang Take-off Direction 31
   After Take-off turn right proceed to MUARA (084424.36S 1161654.10E) maintain 500 ft or below, after MUARA then continued climb to intended altitude/level to destination or subject ATC Clearance.
   (7) Departure Procedure to Benete Take-off Direction 31
   After Take-off turn right proceed to EMBUNG RABA (084443.08S 1161830.20E) maintain 500 ft or below maintain 500 ft or below then join VFR Route Benete, after LABUHAN HAJI then continued climb to intended altitude to destination or subject ATC Clearance.
   (8) Departure Procedure to Mandalika Take-off Direction 31
   After Take-off turn left proceed to GANTANG MOSQUE (084716.40S 1161615.90E) maintain 500 ft or below then to SENGKOL (085230.00S 1161639.10E) after SENGKOL continued to Mandalika or subject ATC Clearance.
h) Helicopter which depart within Lombok CTR (radius 10 NM from LMB VOR/DME) immediately shall follow procedures as:
   (1) Contact to Madjid Tower on 118.55 MHz prior to departure.
   (2) Prior to departure shall inform to Madjid Tower:
      (a) Point of Departure and time;

(b) Intended altitude;
(c) Destination;
(d) Estimate time;
(e) or any other pertinent information.

(3) After departure climb to 500 ft or below, join to Helicopter Traffic Circuit (if destination to Praya / Zainuddin Abdul Madjid International Airport) or as instructed by ATC.

i) Helicopter which depart within Lombok Control Zone (CTR) shall follow procedures as:
(1) Contact to Madjid Tower on 118.55 Mhz.
(2) Shall inform to Madjid Tower:
(a) Point of Departure and time;
(b) Intended altitude;
(c) Destination;
(d) Estimate time;
(e) or any other pertinent information.

3) Arrival Procedures
a) All approach shall be made in accordance with the Helicopter Traffic Circuit established for Praya / Zainuddin Abdul Madjid International.
b) Helicopter Entry Procedure as follows:
(1) Arriving Helicopter from Benoa, Gili Trawangan and Selaparang after LEMBAR proceed to PENUNJAK RIVER maintain 500 ft or below.
(2) Arriving Helicopter from Sembalun Lawang, proceed to MUARA maintain 500 ft or below.
(3) Arriving Helicopter from Benete after LABUHAN HAJI proceed to EMBUNG RABA maintain 500 ft or below.
(4) Arriving Helicopter from Mandalika after SENGKOL proceed to GANTANG MOSQUE maintain 500 ft or below.
c) Before approaching Helicopter Entry Point, altitude shall be 500 ft or below except requested by pilot and traffic permitted.
d) Helicopter Traffic Circuit Entry Procedure as follows:
(1) Arriving Helicopter from Point MUARA and Point EMBUNG RABA used North Helicopter Traffic Circuit.
(2) Arriving Helicopter from Point PENUNJAK RIVER and Point GANTANG MOSQUE used South Helicopter Traffic Circuit.
e) Prior to Helicopter Entry Point, arriving helicopter pilots shall report to Madjid Tower, Landing or Holding instruction and traffic information will be issued as required.
f) Arrival helicopter due to traffic density, which can not be instructed to join Helicopter Traffic Circuit, may be held over Helicopter Entry Point 500 ft or below.
g) After landing, the helicopter is required either air taxi or direct into its allocated parking stand which will be issued by Madjid Tower on frequency 118.55 Mhz.

4) Local Flight Helicopter
a) Helicopter Flights from West and North West Area of Praya / Zainuddin Abdul Madjid International which should be flown cross the Final Approach Area or the Take-off Area (fly to the east) shall call Madjid Tower to report the Altitude, Estimate Time over Point PENUNJAK RIVER or Point GANTANG MOSQUE over which shall be used to cross the Area concerned, Estimate Time of Arrival/over the destination.
b) Helicopter flights from East and South East Area of Praya / Zainuddin Abdul Madjid International which should be flown cross Final Approach Area or Take-off Area (fly to the west) shall call Madjid Tower to report the Altitude, Estimate Time over Point MUARA or Point EMBUNG RABA over which shall be used to cross the Area concerned, Estimate Time of Arrival/over the destination.

c) Helicopter crossing Final Approach Area or Take-off Area shall be crossed at a nearest distance from Starting Point to the Point of Destination, except other ATC Clearance or Instruction is obtained as required before

c. Phraseology

1) Helicopter departs not from Praya / Zainuddin Abdul Madjid International
PILOT:
DEPARTURE FROM *(location)*, CLIMBING TO *[MAINTAINING]* 1000 FEET, DESTINATION *(location)*, ESTIMATE TIME OF ARRIVAL *[ESTIMATE TIME OVER DESTINATION] (time), [REQUEST CLIMB [DESCEND] TO (number) FEET]*.

ATC:
PROCEED TO *(location)*, MAINTAIN 1000 FEET *[[CONTINUE] DESCEND TO (number) FEET]*, REPORT OVER *(destination)*.

2) Helicopter intends to cross final approach or Take-off area of the runway being use between entry point
a) Point PENUNJAK RIVER - Point MUARA (vice versa); or
b) Point GANTANG MOSQUE - Point EMBUNG RABA (vice versa).
PILOT:
APPROACHING POINT *(entry point)*, DESCENDING TO *[MAINTAINING]* 500 FEET, REQUEST CROSS FINAL APPROACH *[TAKE-OFF AREA]* RUNWAY *(number)*.

If traffic permit:
ATC:
CROSS FINAL APPROACH *[TAKE-OFF AREA]* RUNWAY *(number)*, MAINTAIN 500 FEET, REPORT OVER *(destination entry point)*.

If traffic not permit:
ATC:
HOLD OVER POINT *(entry point) (reasons)*, MAINTAIN 500 FEET.

3) Helicopter intends to land at Praya / Zainuddin Abdul Madjid International
PILOT:
APPROACHING POINT *(entry point)*, DESCENDING TO *[MAINTAINING] 500* FEET, REQUEST LANDING INSTRUCTION.

ATC:
LANDING DIRECTION *(number)*, DESCEND TO *[MAINTAIN] (number)* FEET, REPORT (position Helicopter Traffic Circuit).

d. Radio Communication Failure Procedure

1) In the even of radio failure occurs, if Helicopter on the ground, shall not be cleared to depart.
2) If radio failure occurs while Helicopter in the air shall be kept visual, land at most suitable Helipad or Any open Area, then send arrival message to appropriate ATS Unit as soon as possible through the available telecommunication facilities.
3) Arriving helicopter traffic at Praya / Zainuddin Abdul Madjid International from North Area shall followed Arrival Procedures, proceed to Helicopter Entry Point MUARA 500 ft or below, and from South Area proceed to Helicopter Entry Point GANTANG MOSQUE 500 ft or below and observed traffics at the traffic circuit then join the Helicopter Traffic Circuit and orbiting, until clearance will be obtained by means of the appropriate light signal.

e. Emergency Procedure

1) Helicopter known or believed to be in state of emergency, including being subjected to unlawful interference, shall be given priority over other aircraft.
2) Whenever there is any indication of the occurrence of unlawful interference with an Helicopter, should be handled in accordance with the procedures contained in ICAO Doc.4444-ATM/501 Procedures for Air Navigation Services Air Traffic Management.

WADL AD 2.21 NOISE ABATEMENT PROCEDURES

Reserved

WADL AD 2.22 FLIGHT PROCEDURES

1. Aerodrome Traffic Circuit procedures

a. Take Off and Landing

1) Runway 13 take-off and landing left / right hand circuit or as instructed by ATC.
2) Runway 31 take-off and landing left / right hand circuit or as instructed by ATC.

WADL AD 2.23 ADDITIONAL INFORMATION

1. There are no obstacle in the take-off flight path areas.
2. RWY CLSD at 2100 – 2120 and 0525 – 0545 Daily due to RWY Inspection.

WADL AD 2.24 CHARTS RELATED TO AN AERODROME

- WADL AD 2.24-1, AERODROME CHART-ICAO, Dated 14 JUL 22;
- WADL AD 2.24-2, AIRCRAFT PARKING / DOCKING CHART-ICAO, Dated 14 JUL 22;
- WADL AD 2.24-7A, STANDARD DEPARTURE CHART-INSTRUMENT (SID)-ICAO RWY 13, Dated 27 JAN 22;
- WADL AD 2.24-7B, STANDARD DEPARTURE CHART-INSTRUMENT (SID)-ICAO RWY 31, Dated 27 JAN 22;
- WADL AD 2.24-9A, STANDARD ARRIVAL CHART-INSTRUMENT (STAR)-ICAO RWY 13, Dated 27 JAN 22;
- WADL AD 2.24-9B, STANDARD ARRIVAL CHART-INSTRUMENT (STAR)-ICAO RWY 31, Dated 27 JAN 22;
- WADL AD 2.24-11A, INSTRUMENT APPROACH CHART-ICAO VOR RWY 13 CAT A/B/C/D, Dated 17 JUN 21;
- WADL AD 2.24-11B, INSTRUMENT APPROACH CHART-ICAO VOR RWY 31 CAT A/B/C/D, Dated 17 JUN 21;
- WADL AD 2.24-11C, INSTRUMENT APPROACH CHART-ICAO ILS or LOC RWY 13 CAT A/B/C/D, Dated 17 JUN 21;
- WADL AD 2.24-11D1, INSTRUMENT APPROACH CHART-ICAO RNP RWY 13 CAT A/B/C/D, Dated 17 JUN 21;
- WADL AD 2.24-11D2, CODING TABLE RNP RWY 13 CAT A/B/C/D, Dated 17 JUN 21;
- WADL AD 2.24-11E1, INSTRUMENT APPROACH CHART-ICAO RNP RWY 31 CAT A/B/C/D, Dated 17 JUN 21;
- WADL AD 2.24-11E2, CODING TABLE RNP RWY 31 CAT A/B/C/D, Dated 17 JUN 21.