



# **BANJARMASIN (INDONESIA)**

## **SYAMSUDDIN NOOR AIRPORT (WAOO/BDJ)**

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**JULY 2017**

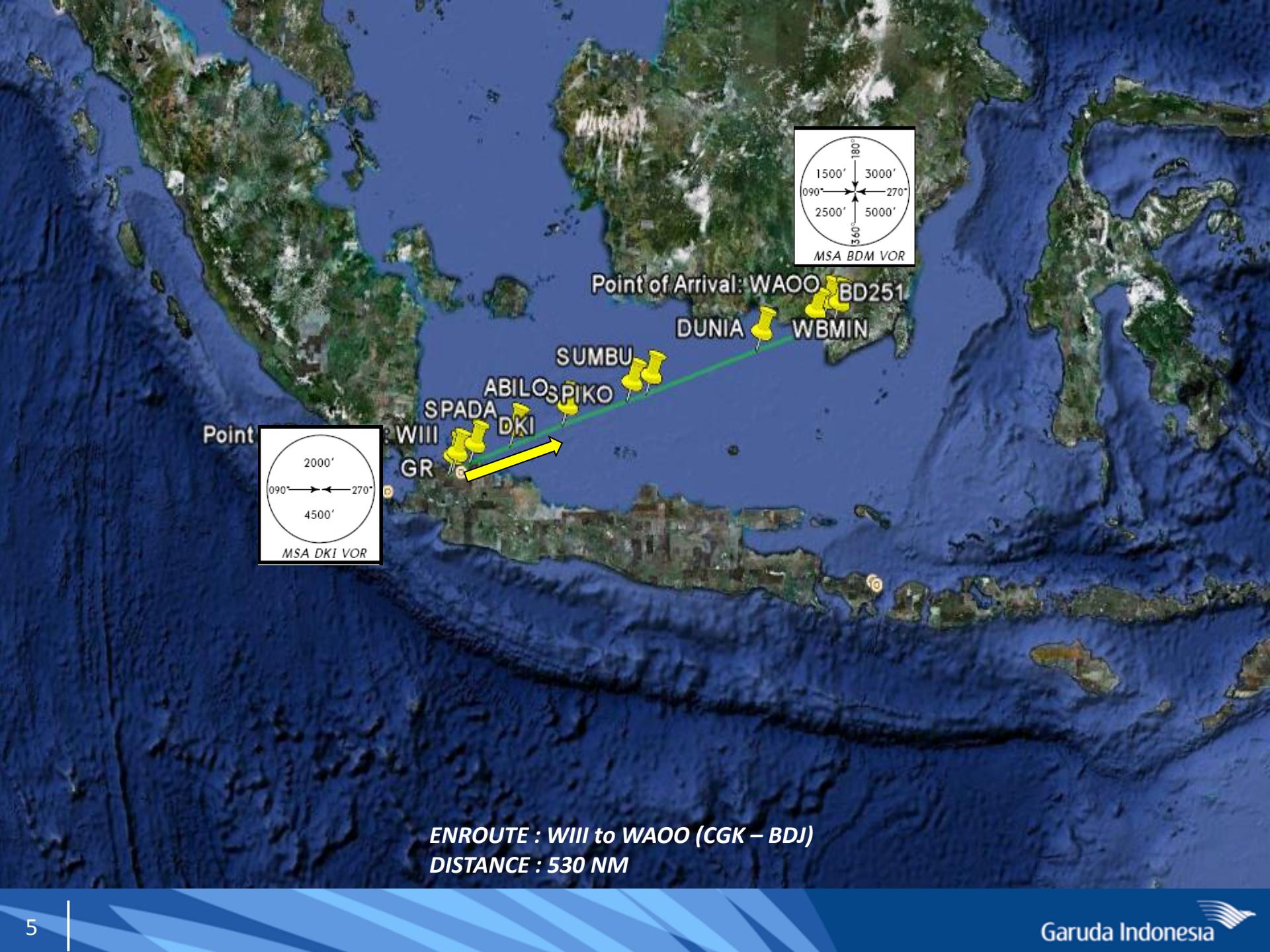




Location of Aerodrome, Overview from the top

# WEATHER

- **HAZY** on early morning and **CLOUDY** on late afternoon.
- During **DRY SEASON**, **HEAVY SMOKE** was observed surrounding over Kalimantan area due to forest burning by local farmers.
- In **WET SEASON**, rain fall.





## OVERVIEW OF AERODRME



No	AD	Loc ID	Type OF ACFT		Dist NM	GH		
1	BALIKPAPAN	WALL	BPN		B738	B737	182	R, Gapura
2	SURABAYA	WARR	SUB		B738	B737	264	R, Gapura
3	U. PANDANG	WAAA	UPG		B738	B737	304	R, Gapura
4	DENPASAR	WADD	DPS		B738	B737	318	R, Gapura
5	PONTIANAK	WIOO	PNK		B738	B737	376	R, Gapura

## ALTERNATE DESTINATIONS

# RUNWAY/ AERODROME SYAMSUDDIN NOOR

<b>ARP Coordinates and Site at AD</b>	: 03 26 23 S, 114 45 10 E
<b>Operation Hours</b>	: 23.00 – 13.00
<b>Time Conversion</b>	: UTC + 8
<b>Magnetic Variation</b>	: 0° 52' E
<b>AD Elevation</b>	: 66 FT
<b>Dimension</b>	: 2500 X 45M
<b>Runway Designation</b>	: RWY 10/ 28
<b>Strength</b>	: 68 FBXT
<b>Visual Approach Slope Indicator Systems</b>	: PAPI
<b>Rescue and Firefighting Services CAT</b>	:CAT VII

# NAVIGATION & COMMUNICATIONS

<b>VOR/ DME</b>	: 112.1 MHz/ CH-58X “BDM”
<b>NDB</b>	: 390 KHz “OU”
<b>ILS/ LLZ (RWY 10)</b>	: 110.7 MHz “IBDN”
<b>GP</b>	: 330.2 MHz
<b>OM</b>	: 75 MHz
<b>MM</b>	: 75 MHz

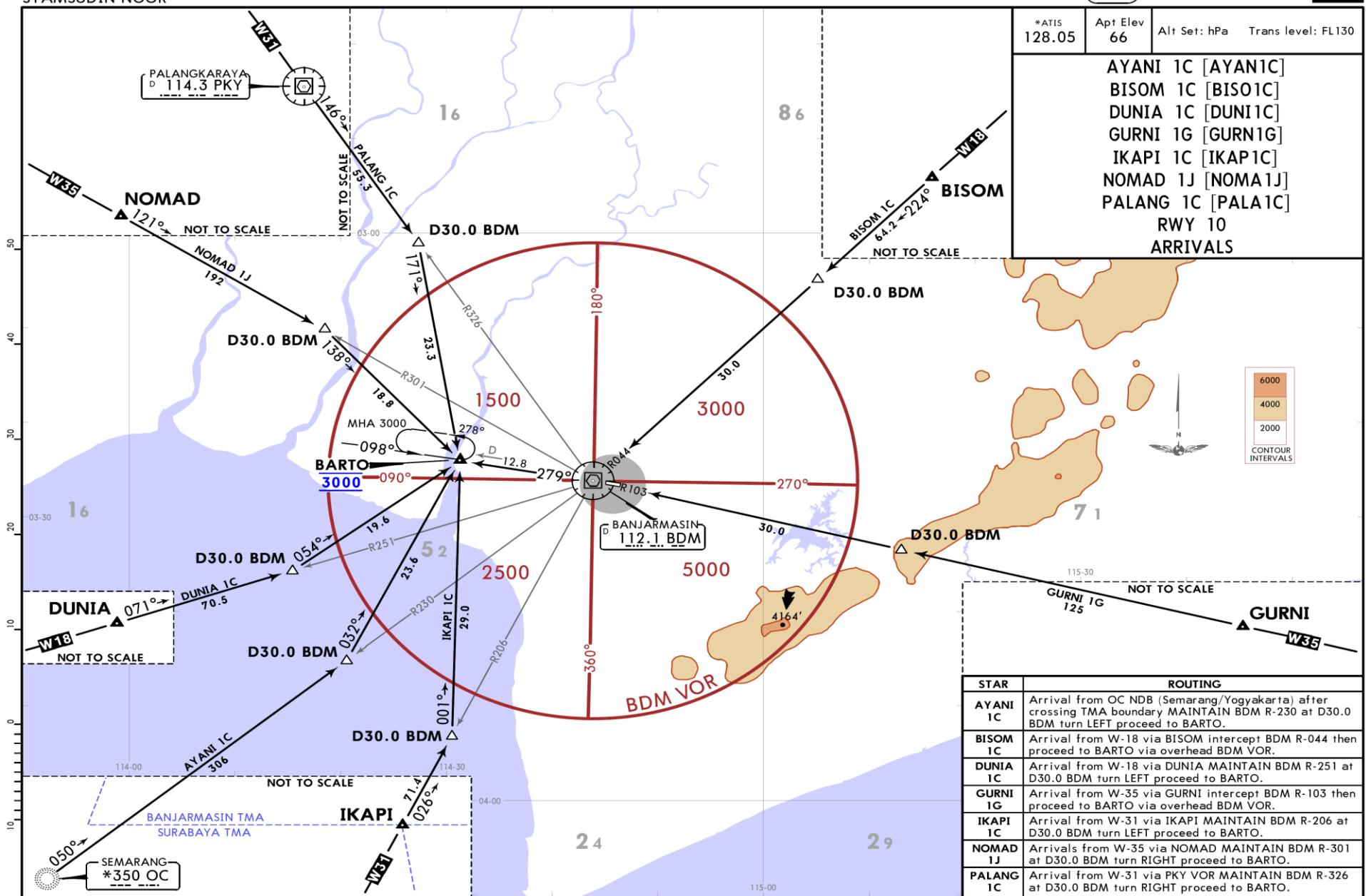
<b>TWR</b>	: 118.4 MHz “Ulin Tower”
<b>APP</b>	: 126.5 MHz “Banjarmasin Approach”
<b>FSS</b>	: 8882 KHz “Banjarmasin Information”
<b>ATIS</b>	: 128.05 MHz

## ADDITIONAL INFORMATION/ REMARKS

- No warming up and test engine in front of Tower.
- A steep drop of 1.5M of ground immediately in front of beginning RWY 10.
- ACFT do not make 180<sup>0</sup> turn on RWY with one wheel lock.
- ACFT after LDG should be make 180<sup>0</sup> at the end of RWY.
- ACFT must not run and test engine in front of Ops building.
- Nose in parking system and push back system, West and East apron available for 8 (eight) parking stand numbering from W to E.

WA00/BDJ  
SYAMSUDIN NOOR

*ATIS 128.05	Apt Elev 66	Alt Set: hPa	Trans level: FL130
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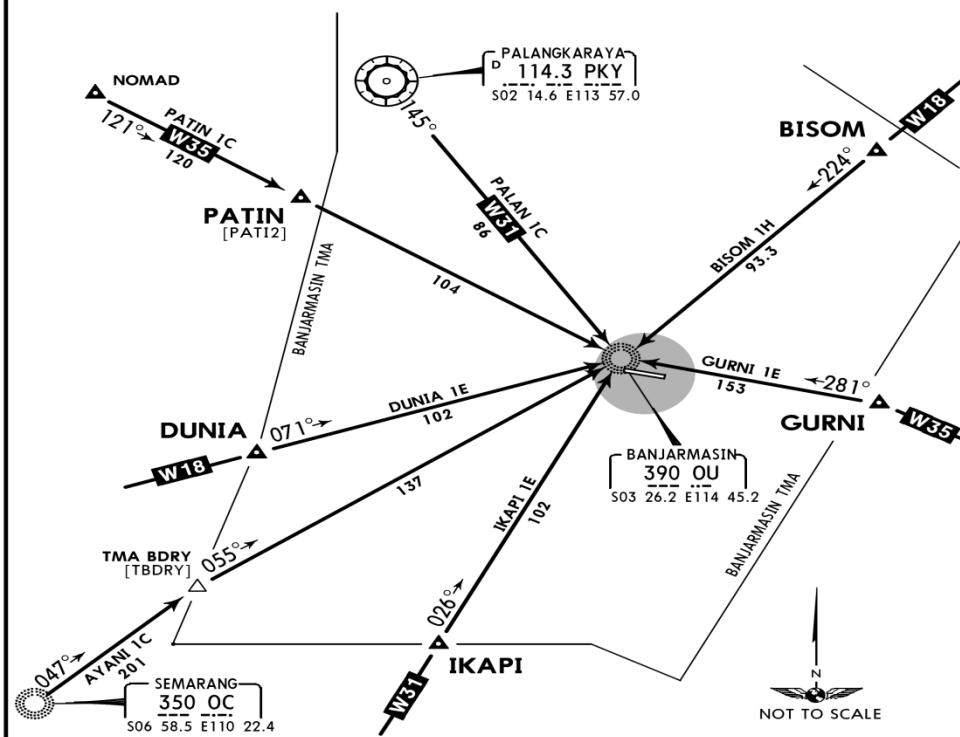
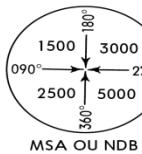
FOR USE DURING THE OUTAGE OF BDM VOR/DME  
 FROM 0001 UTC 20 JUL 2017 TO 2359 UTC 20 OCT 2017

ATIS 128.05	Apt Elev 66'	Alt Set: hPa Trans level: FL130 Trans alt: 11000'
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AYANI 1C [AYAN1C], BISOM 1H [BISO1H]  
 DUNIA 1E [DUNI1E], GURNI 1E [GURN1E]  
 IKAPI 1E [IKAP1E], PALAN 1C [PALA1C]  
 PATIN 1C [PATI1C]

### ARRIVALS

(RWY 10/28)

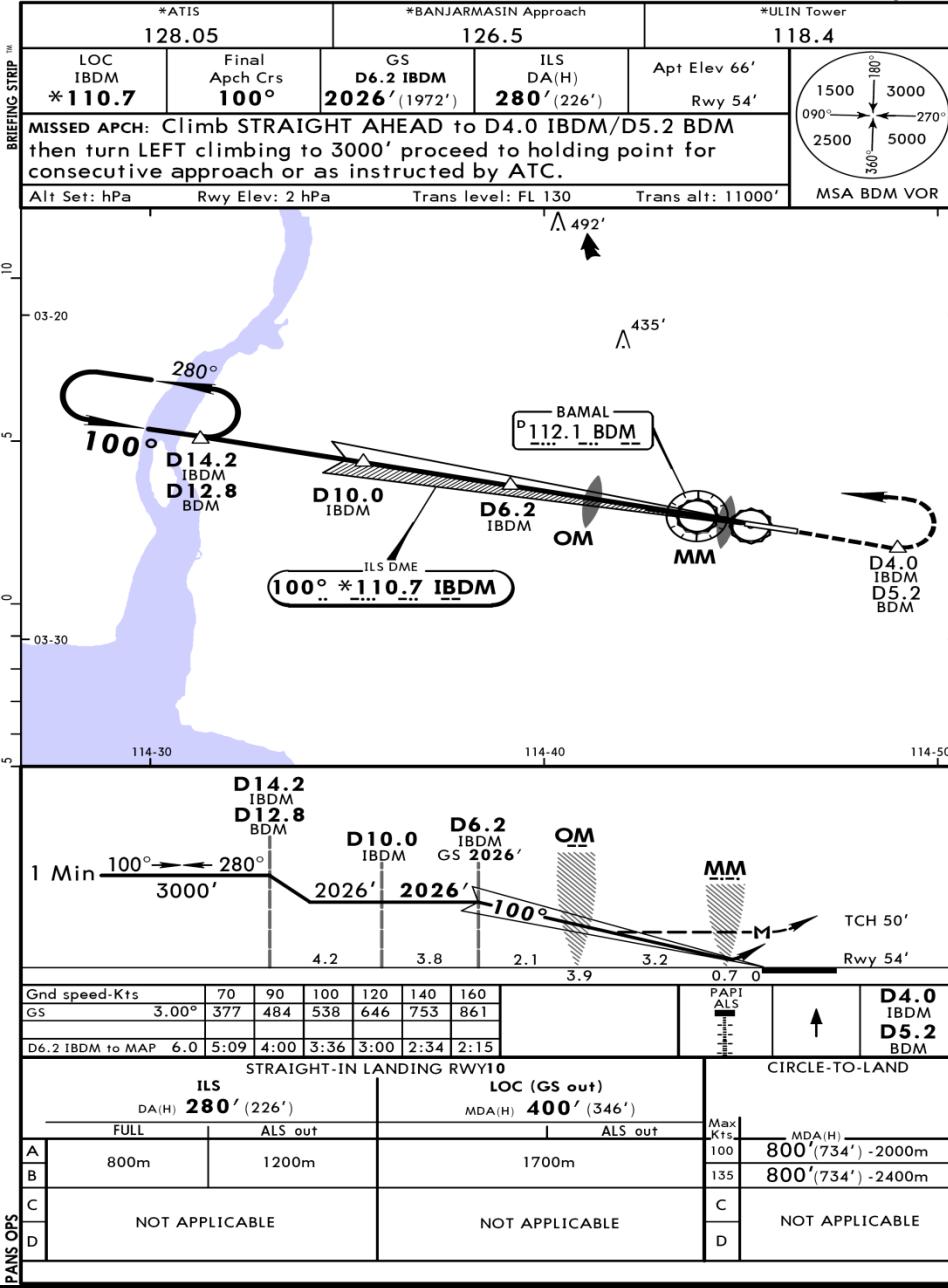


STAR	ROUTING
AYANI 1C	From OC NDB (Semarang/Yogyakarta/Solo) after crossing TMA Boundary, proceed to OU NDB via bearing 055°.
BISOM 1H	From BISOM (W-18) proceed to OU NDB via bearing 224°.
DUNIA 1E	From DUNIA (W-18) proceed to OU NDB via bearing 071°.
GURNI 1E	From GURNI (W-35) proceed to OU NDB via bearing 281°.
IKAPI 1E	From IKAPI (W-31) proceed to OU NDB via bearing 026°.
PALAN 1C	From PKY VOR (W-31) proceed to OU NDB via bearing 145°.
PATIN 1C	From NOMAD (W-35) to PATIN then proceed to OU NDB via bearing 121°.

**STAR**

AYANI 1C  
 BISOM 1H  
 DUNIA 1E  
 GURNI 1E  
 IKAPI 1E  
 PALAN 1C  
 PATIN 1C

Rwy 10/ 28



## ILS RWY 10 CAT A/B

**MISSED APPROACH;** Climb STRAIGHT AHEAD to D4.0 IBDM/ D5.2 BDM then turn LEFT climbing to 3000 ft proceed to holding point for consecutive approach or as instructed by ATC.

WAOO/BDJ  
SYAMSUDIN NOOR

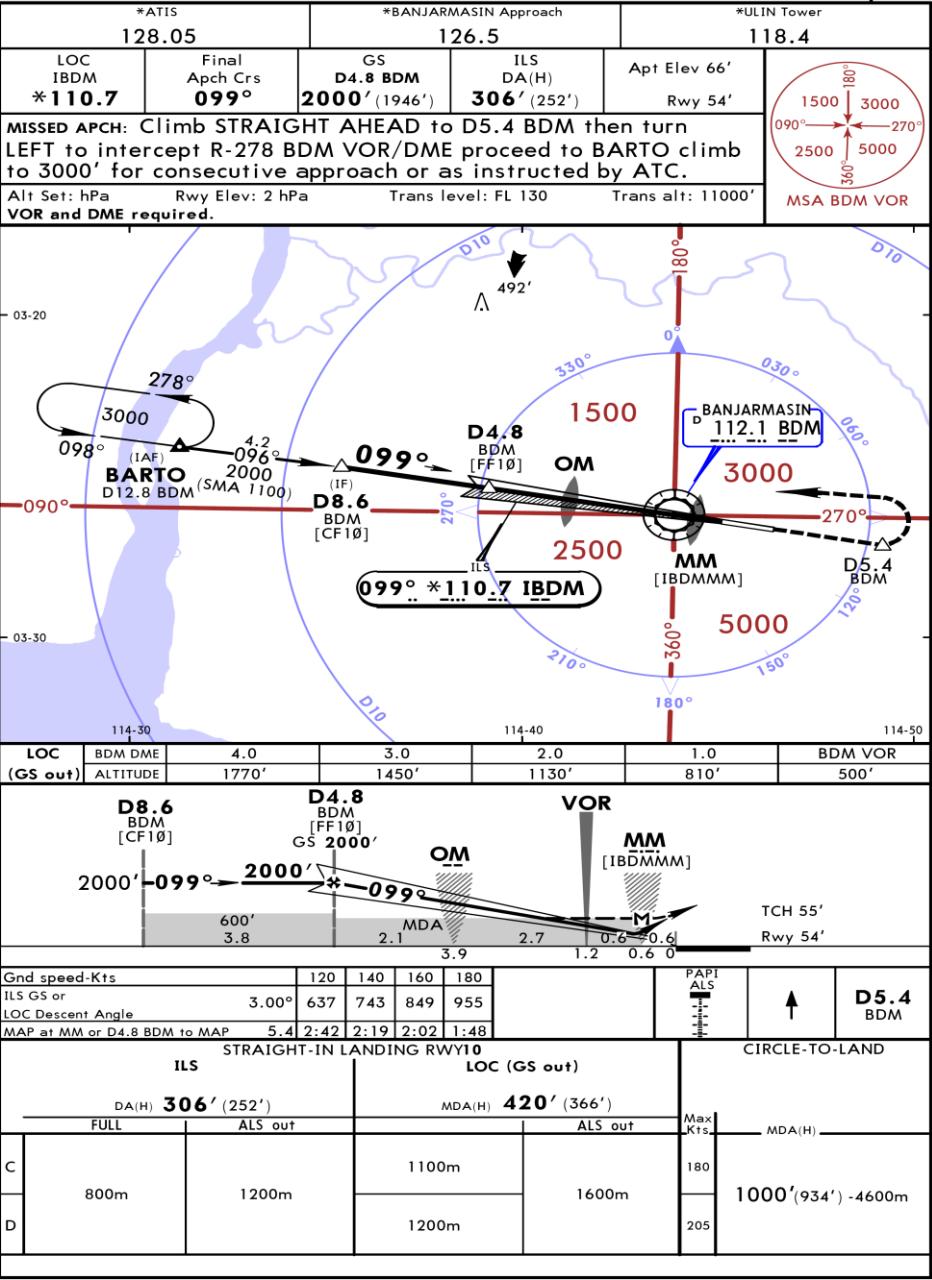


1 JUN 18

11-1

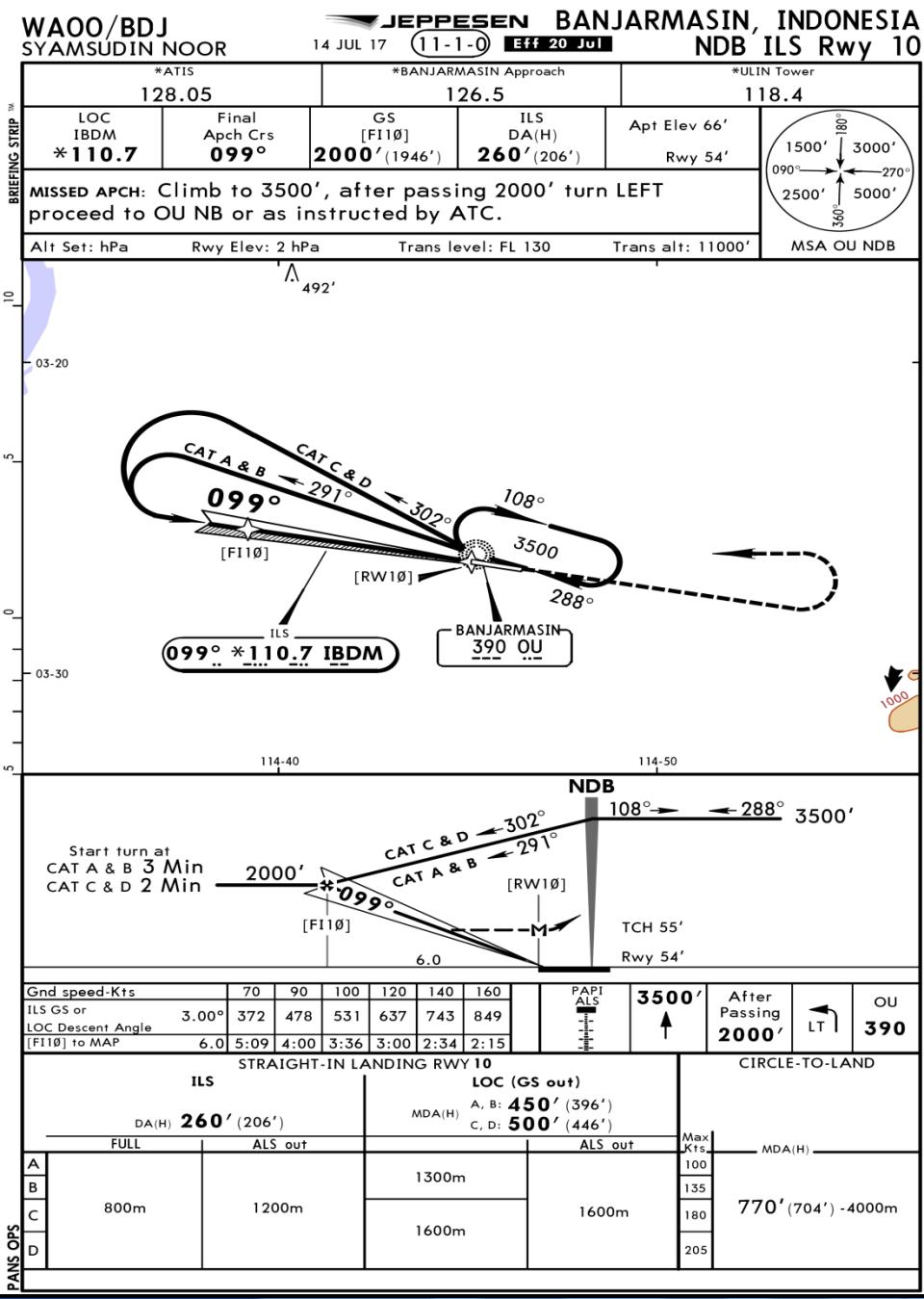
JEPPESEN BANJARMASIN, INDONESIA  
ILS Rwy 10

BRIEFING STRIP



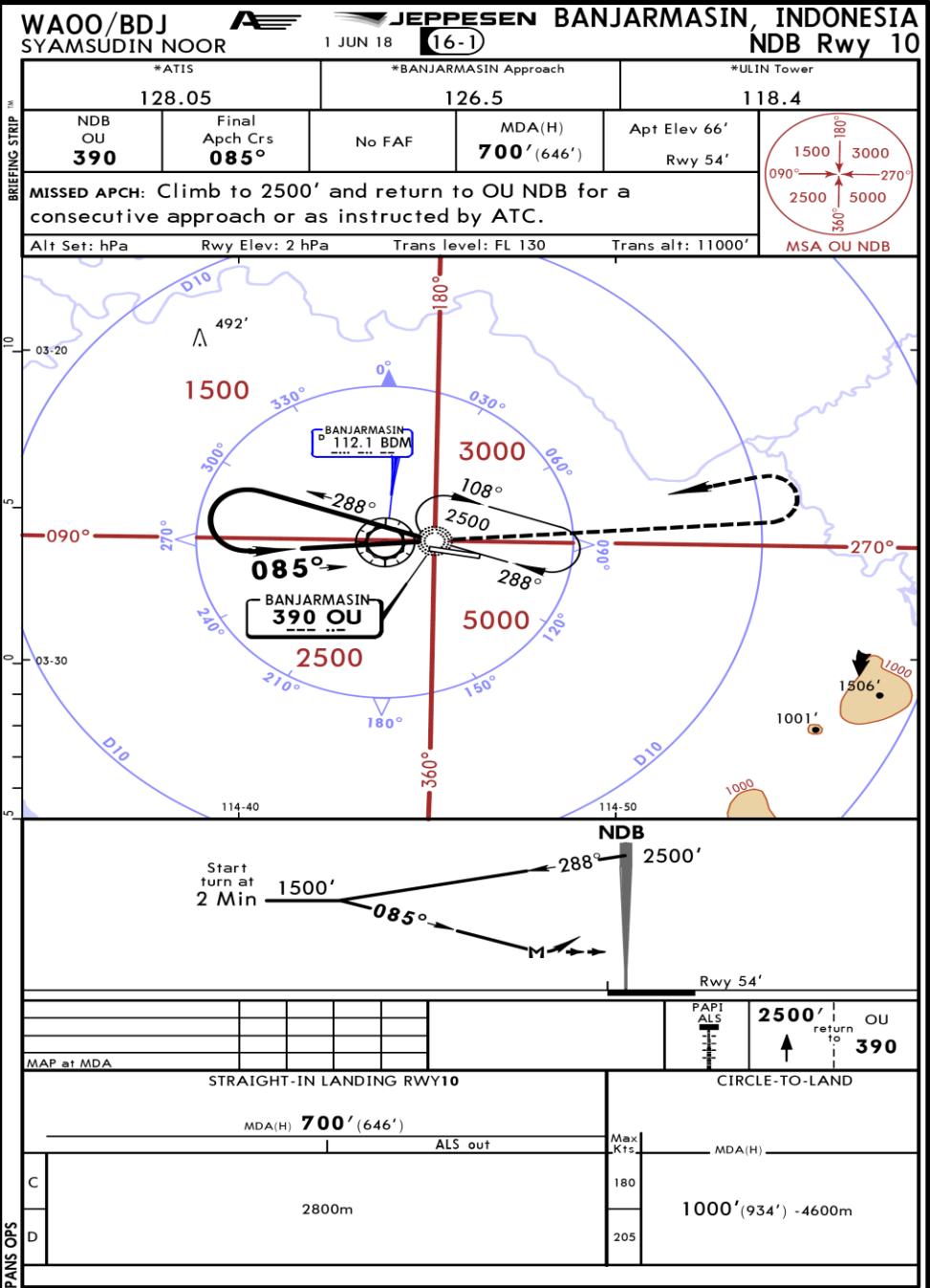
# ILS RWY 10 CAT C/D

**MISSED APPROACH;** Climb STRAIGHT AHEAD to D4.0 IBDM/ D5.2 BDM then turn LEFT climbing to 3000 ft proceed to holding point for consecutive approach or as instructed by ATC.



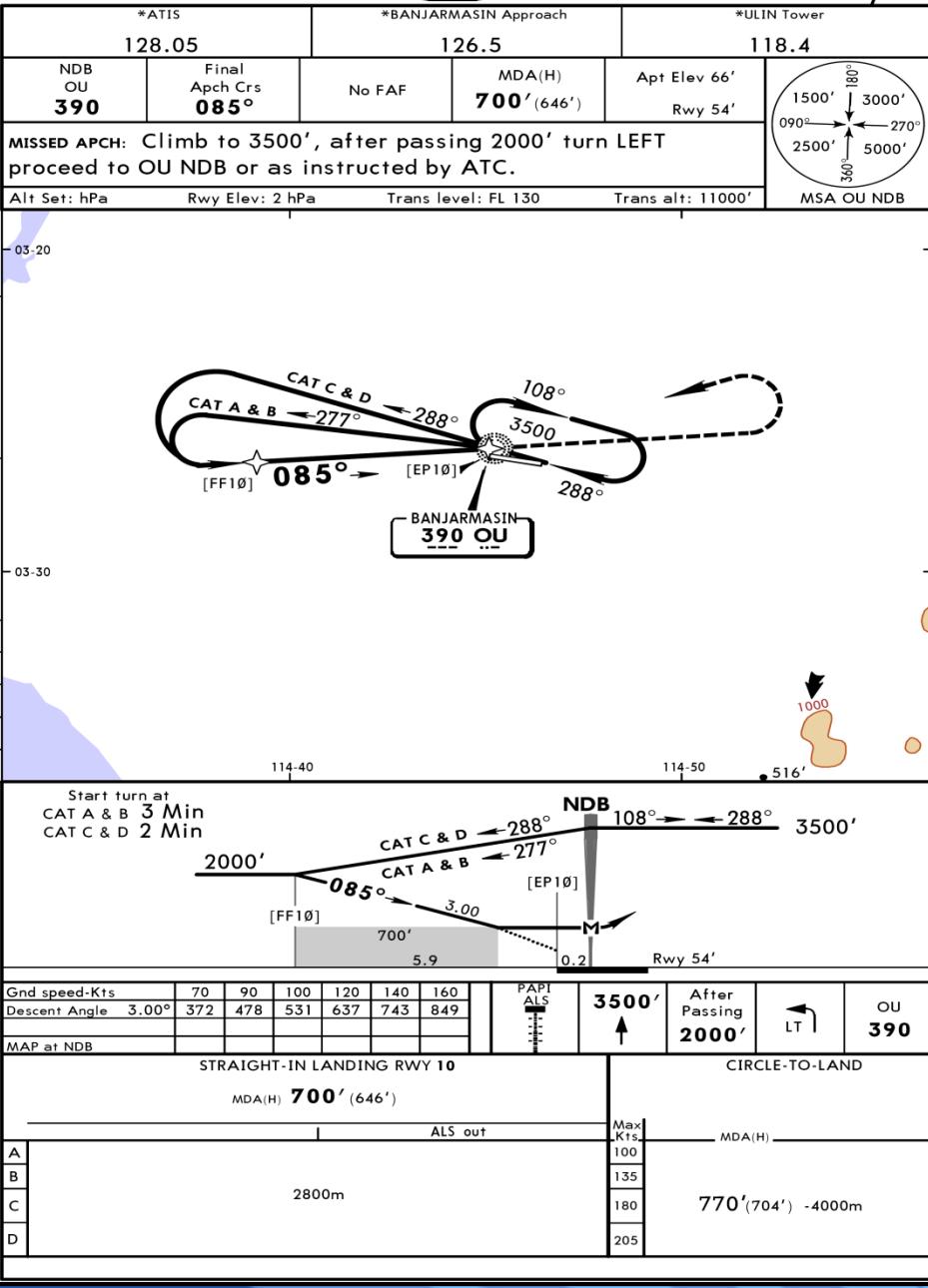
# NDB ILS RWY 10

**MISSED APPROACH;** Climb to 3500' , after passing 2000' turn LEFT proceed to OU NB or as instructed by ATC.



# NDB RWY 10

**MISSED APPROACH;** Climb to 2500 ft, and return to OU NDB for a consecutive approach or as instructed by ATC.

**NDB RWY 10**

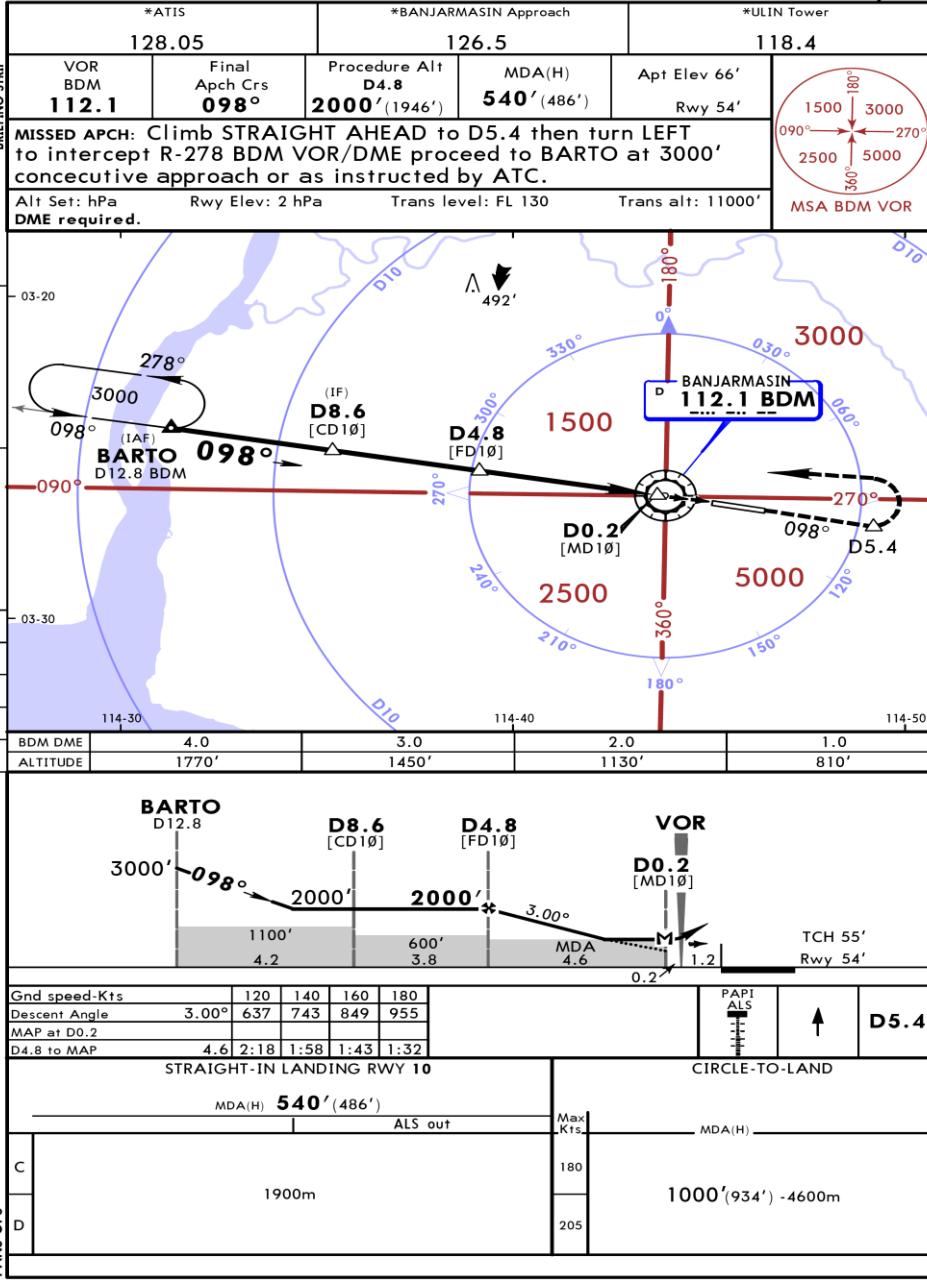
WAOO/BDJ  
SYAMSUDIN NOOR

1 JUN 18 13-1

JEPPESEN BANJARMASIN, INDONESIA  
VOR Rwy 10

BRIEFING STRIP

PANS OPS



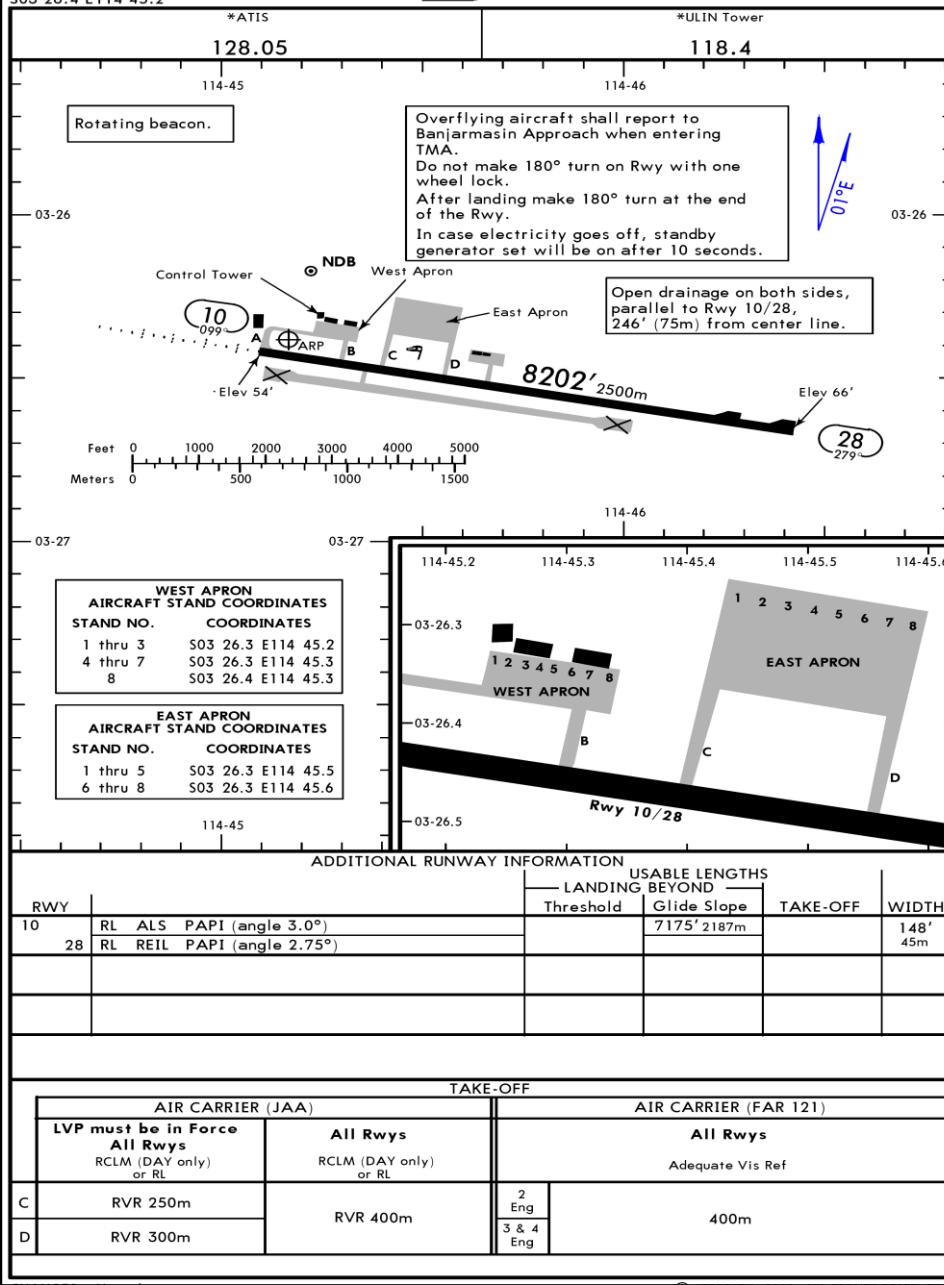
## VOR DME RWY 10

**MISSED APPROACH;** Climb STRAIGHT AHEAD to D5.6 then turn LEFT climbing to 3000 ft proceed to WBMIN for holding, consecutive approach or as instructed by ATC.

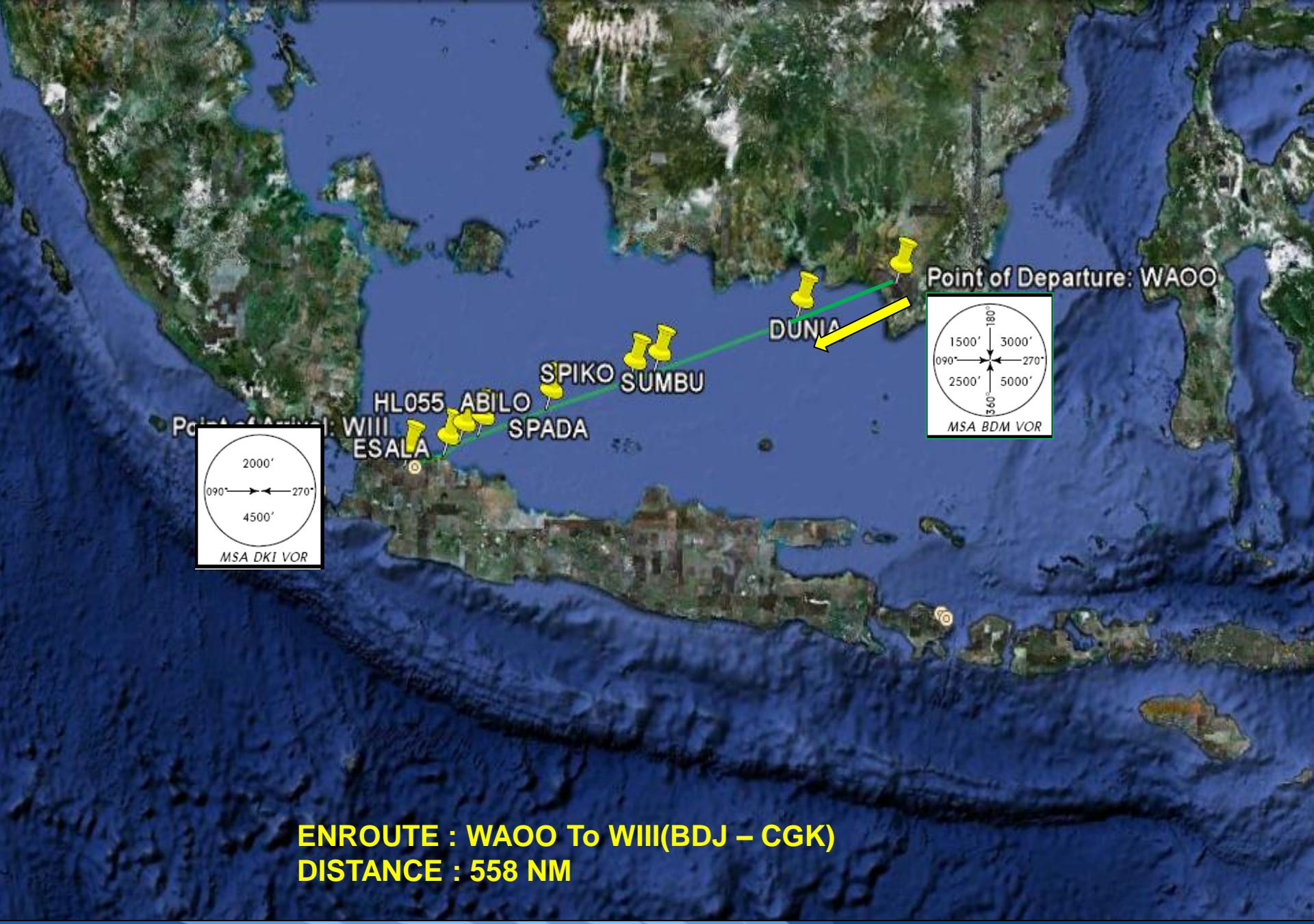
WAOO/BDJ  
Apt Elev 66'  
S03 26.4 E114 45.2



JEPPESEN BANJARMASIN, INDONESIA  
1 JUN 18 10-9 \*ULIN Tower SYAMSUDIN NOOR



# LANDING CHART

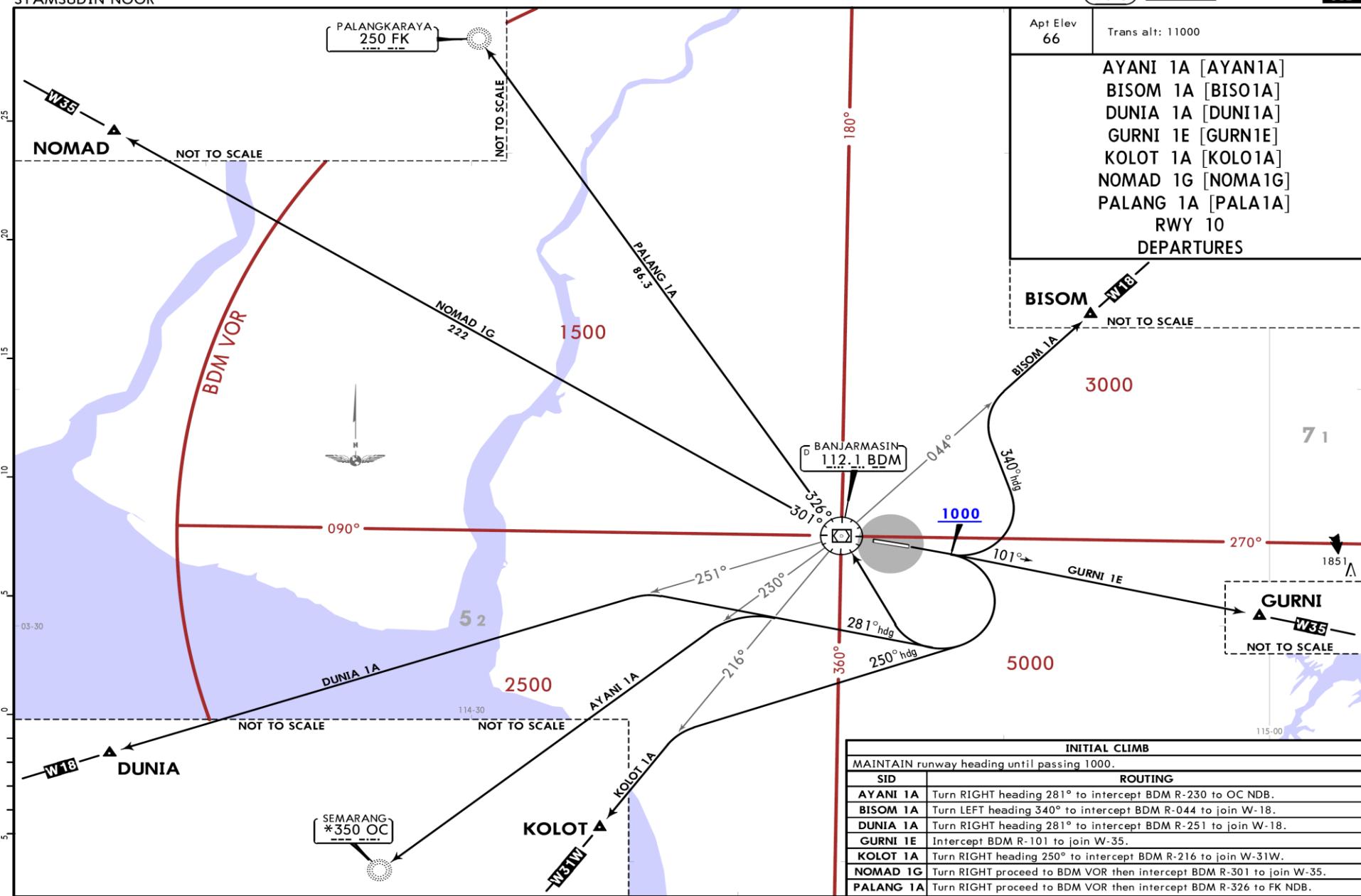




## OVERVIEW OF AERODRME



## OVERVIEW OF AERODRME



WAOO/BDJ  
SYAMSUDIN NOOR

Apt Elev 66 Trans alt: 11000

AYANI 1B [AYAN1B]

BISOM 1B [BISO1B]

DUNIA 1B [DUNI1B]

GURNI 1F [GURN1F]

KOLOT 1B [KOLO1B]

NOMAD 1H [NOMA1H]

PALANG 1B [PALA1B]

RWY 28

DEPARTURES

BISOM

3000

7 1

270°

1851

GURNI 1F

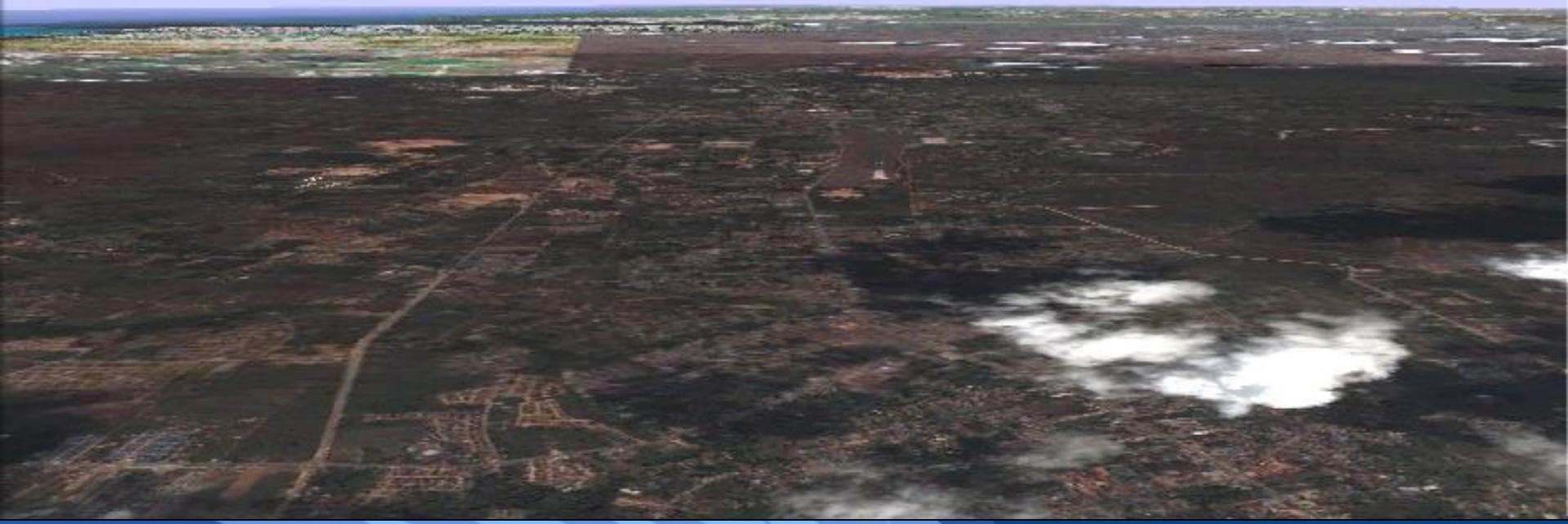
W35

NOT TO SCALE

INITIAL CLIMB

SID	ROUTING
AYANI 1B	Turn LEFT to intercept BDM R-230 to OC NDB.
BISOM 1B	Turn RIGHT to intercept BDM R-044 to join W-18.
DUNIA 1B	Turn LEFT to intercept BDM R-251 to join W-18.
GURNI 1F	Turn RIGHT to intercept BDM R-101 to join W-35.
KOLOT 1B	Turn LEFT to intercept BDM R-216 to join W-31W.
NOMAD 1H	Turn RIGHT to intercept BDM R-301 to join W-35.
PALANG 1B	Turn RIGHT to intercept BDM R-326 to FK NDB.

**VOR/DME APCH RWY 28 (GPS)2**



**ARRIVAL FROM RWY 28**



**ARRIVAL FROM RWY 28**

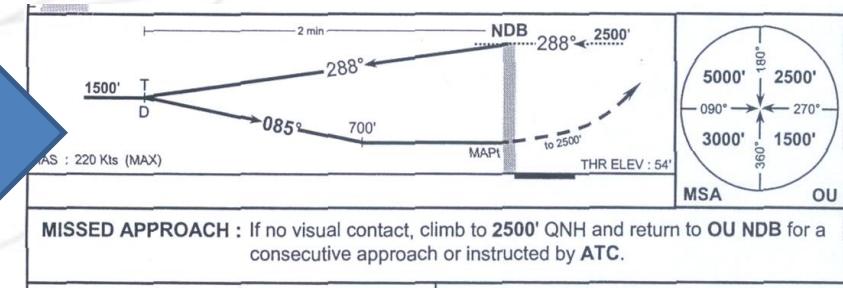
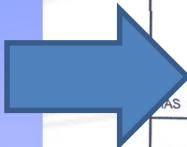
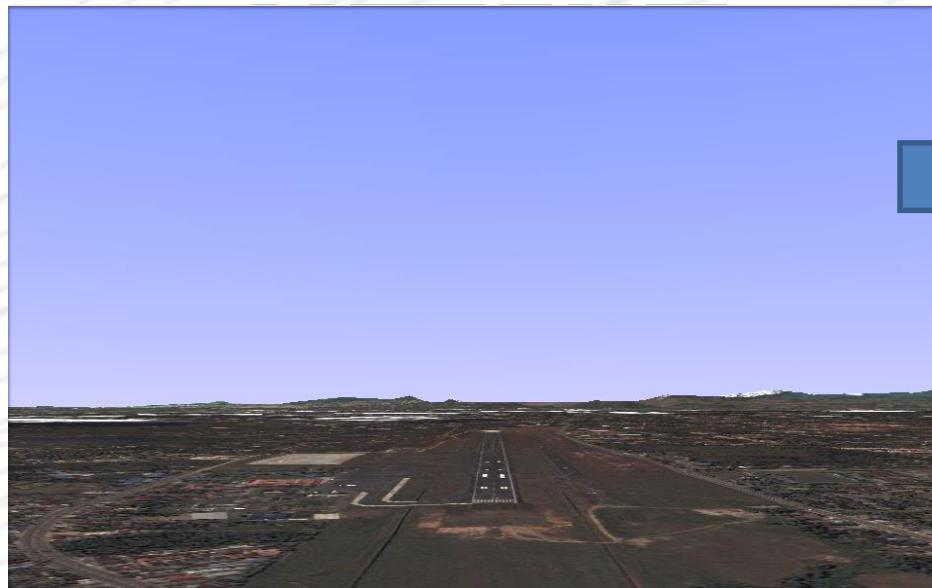
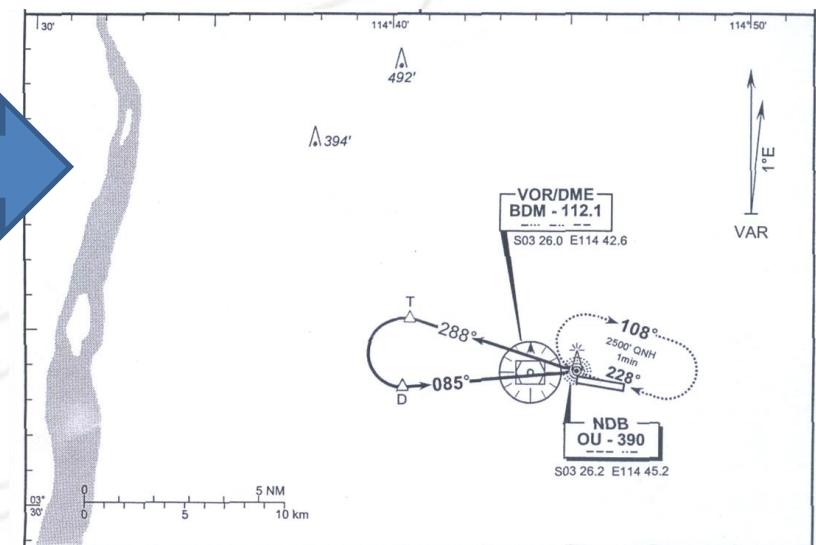
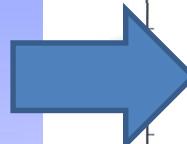
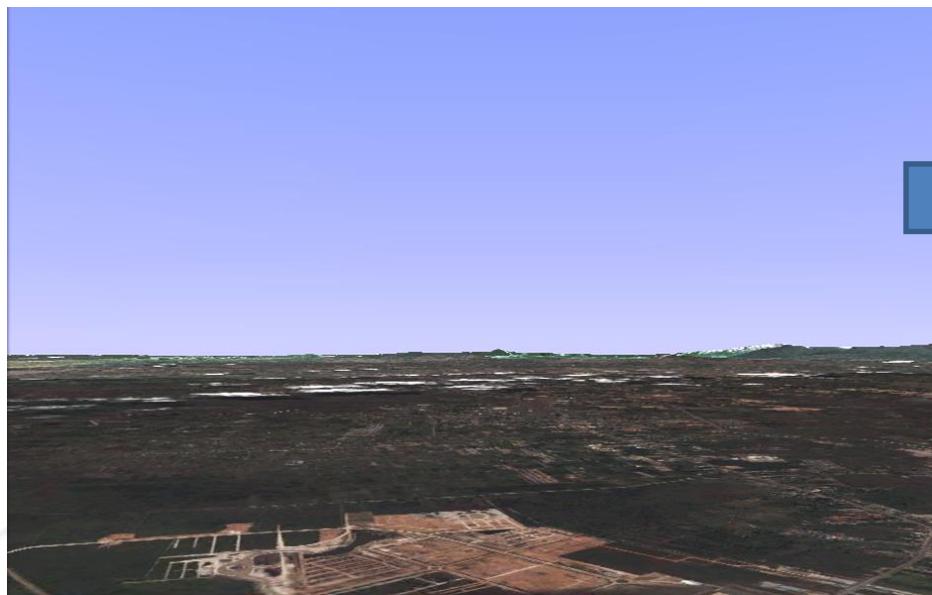
Garuda Indonesia



Terminal

ARRIVAL FROM RWY 28

# ARRIVAL FROM RWY 10

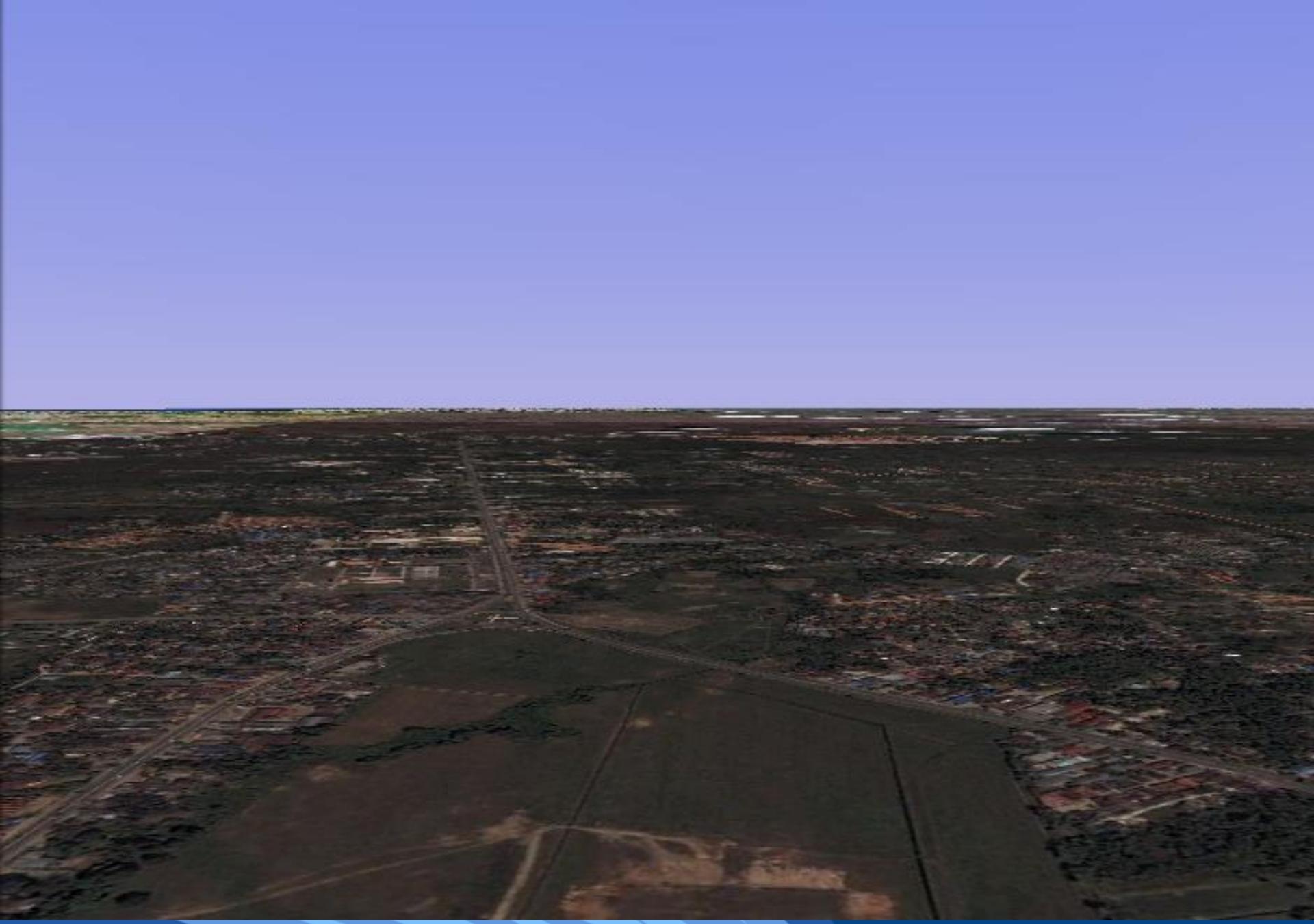


**NDB APCH RWY10**

HILLS Left and Right side

TAXI WAY





**DEPARTURE FROM RWY 28**

# COMMUNICATION FAILURE

If radio failure precludes, the airplane shall comply with the radio communication failure procedure described herein or miscellaneous book.

The airplane when forming part of the aerodrome traffic at a controlled aerodrome shall keep a watch for such instructions as may be issued by visual signals.

## A. Complete Radio Failure

- If in Visual Meteorological Condition (VMC) : → Squawk 7600
  - continue to fly in visual meteorological conditions.
  - land at the nearest suitable aerodrome.
  - report its arrival by the most expeditious means to the appropriate ATC unit.
- If in Instrument Meteorological Conditions (IMC) or when weather conditions are such that it does not appear feasible to complete the flight in accordance with appropriate procedure : → Squawk 7600.
  - Proceed according to the current flight plan to the appropriate designated navigation aid serving destination aerodrome and when required to ensure compliance with next following paragraph, hold over this aid until commencement of descent.
  - Commence descent from the navigation aid specified in flight plan or as close as possible to, the expected approach time last received and acknowledge , or if no expected approach time has been received and acknowledge, at or as close as possible to the estimated time of arrival resulting from the current flight plan.

# COMMUNICATION FAILURE

- Complete applicable STAR followed by a normal instrument approach procedure as specified for the designated navigational aid, and land, if possible within 30 minutes after the estimated time of arrival specified or the last acknowledge expected approach time, whichever is later.

If the clearance for the levels covers only part of the route, the aircraft is expected to maintain the last assigned and acknowledged cruising level(s) to the point(s) specified in the clearance level(s) in the current flight plan.

The provision of air traffic control service to other flights operating in the airspace concerned will be based on the assumption that aircraft experiencing radio failure will comply with the above name rules.

## B. Receiver Failure

When two-way communication is not possible due to receiver failure at the aircraft station, report shall be transmitted preceded by the phrase “transmitting blind due to receiver failure”, at the scheduled positions or times, and on the frequency in use. After blind transmitting of a report, the complete message shall be repeated, and the time of next intended transmission shall be advised.

# SEARCH AND RESCUE

- In general, Search and Rescue procedures are in conformity with the Standards, Recommended Practices and Procedures contain in ICAO.
- The following Emergency / distress frequencies are provided:
  - a. VHF – 121.5 MHz.
  - b. UHF – 243.0 MHz.
  - c. HF – 500 kHz, 2.182 kHz, 8.364 kHz.





HAVE A NICE FLIGHT TO BANJARMASIN

Garuda Indonesia