



SOLO (INDONESIA)

ADI SUMARMO AIRPORT (WAHQ/SOC)

APRIL 2016



*Solo is located at Central Java and Airport location
about 7 NM North West of the city of Solo*

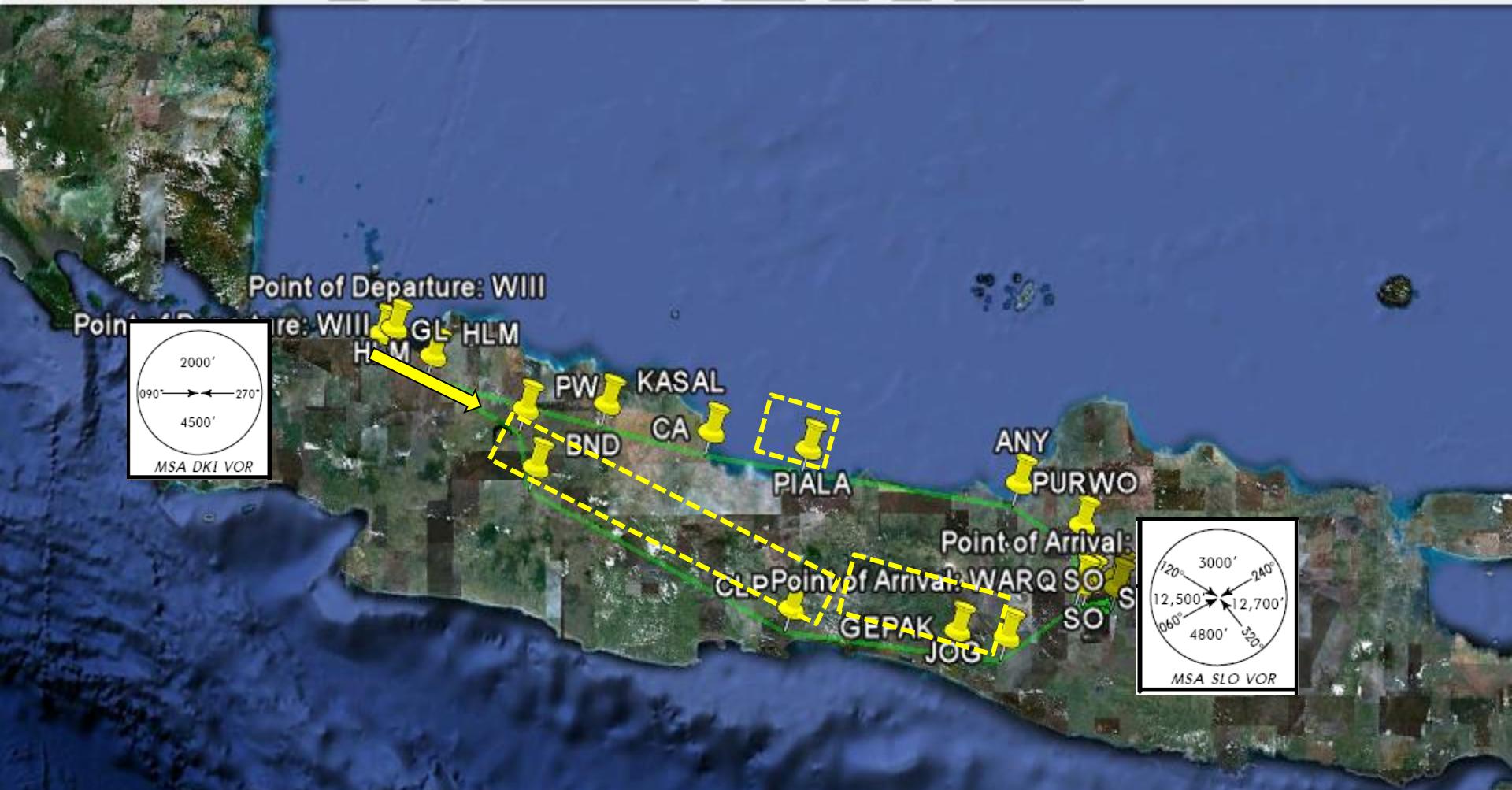
CLIMATE/ WEATHER

Under the Koppen climate classification Surakarta features a tropical monsoon climate. The city has a lengthy wet seasons panning from October through June, and a relatively short dry season covering the remaining three months (July through September). Surakarta on average sees just under 2200 mm of rainfall annually, with its wettest months being December January and February. As common with many areas featuring a tropical monsoon climate, temperatures are relatively consistent throughout the year. Surakarta's average temperatures is





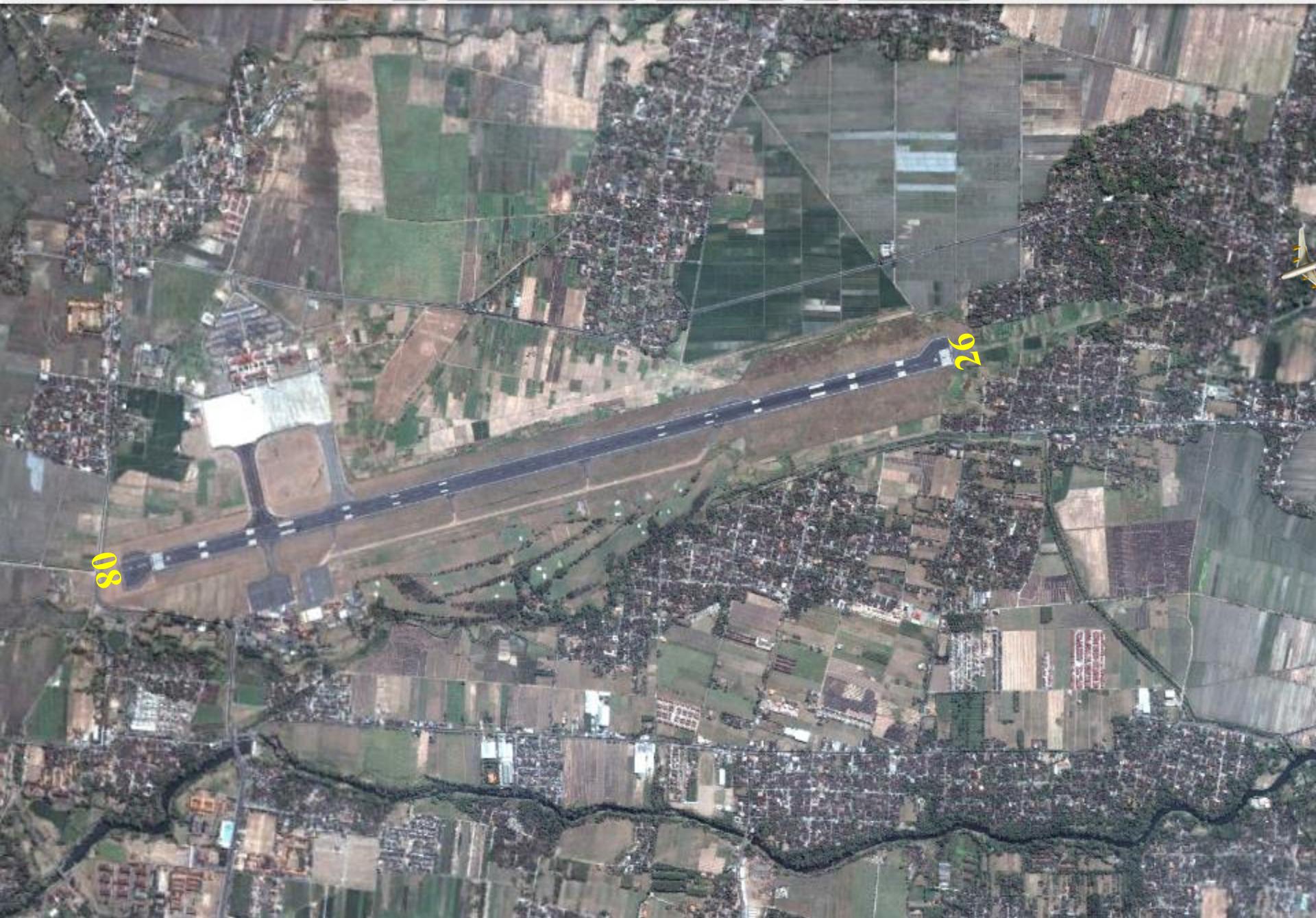
OVERVIEW



Enroute: WIII To WAHQ (CGK-SOC), R01: 318 NM, R02: 326 NM

Loc MORA RO1: PIALA 13600 ft.

Loc MORA RO2: BND 12300 ft, CLP 13600 ft, TOD 13600 ft, GEPAK 13600 ft.



OVERVIEW



No	APT	Loc ID	Type Of Acft				OTT	Dist NM	Ground Handler		
1	JOGYAKARTA	WAHH	JOG	Search			B738	B737	230	025	GAPURA
2	SEMARANG	WAHS	SRG				-	B737	324	040	GAPURA
3	SURABAYA	WARR	SUB				B738	B737	086	177	GAPURA
4	JAKARTA	WIII	CGK				B738	B737	288	285	GAPURA
5	DENPASAR	WADD	DPS				B738	B737	105	339	GAPURA

RUNWAY/ AIRPORT ADI SUMARMO

ARP Coordinates and Site at AD

: 07 30 49 S, 110 45 02 E

Operation Hours

: 23.00 – 12.00

Time Conversion

: UTC + 7

Magnetic Variation

: 1⁰ E (2015)

AD Elevation

: 418 ft

Dimension

: 2600 X 45 m

Runway Designation

: RWY 08/ 26

Surface

: Asphalt Concrete

Pavement Strength

: PCN 68FCXT

Visual Approach Slope Indicator Systems

: PAPI

Rescue and Firefighting Services CAT

:CAT VIII

COMMUNICATION & NAVIGATION AIDS

VOR/ DME : 116.3 MHz/ CH-110X “SLO”

NDB : 255 KHz “SO”

ILS/ LLZ : 111.5 MHz “ISLO”

GP : 332.9 MHz

TWR : 122.7 MHz “Marmo Tower”

118.1 MHz

APP : 122.7 MHz “Marmo Tower”

: 123.4 MHz “Yogyakarta Director”

120.2 MHz

ATIS : 127.2 MHz

ADDITIONAL INFORMATION/ REMARKS

- All ACFT must use South pattern.
- Caution Public road position 70M beginning RWY 08
- Flock of swallow birds strike after and before rain.
- DEP ACFT to RWY 08/ 26 taxi out from North Apron via TWY “A”
- ARR ACFT from RWY 08/ 26 taxi in to North Apron via TWY “B”
- All ACFT are not allowed to make one wheel locked turn on turning areas.

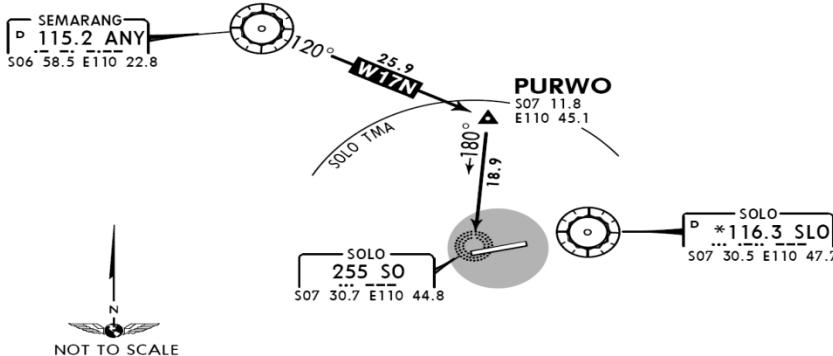
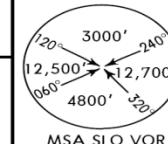
WAHQ/SOC
ADI SOEMARMO

JEPPESEN
8 APR 16 10-2

SOLO, INDONESIA
STAR

ATIS 127.2 Apt Elev 418' Alt Set: hPa Trans level: FL130 Trans alt: 11000'

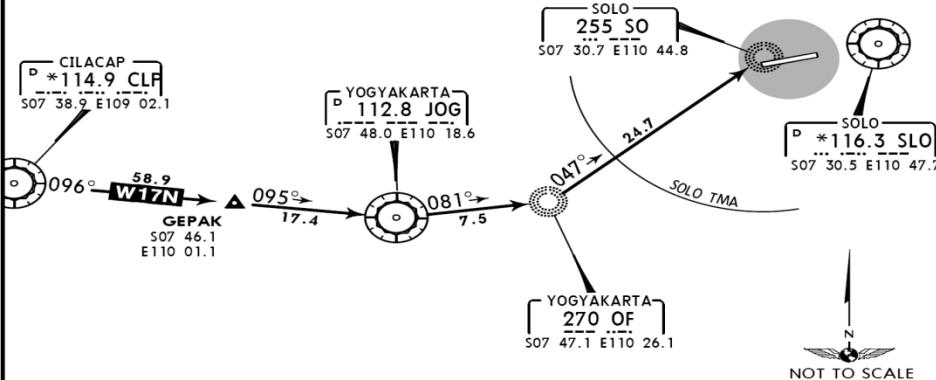
PURWO [PURWO]



ROUTING

Incoming traffic from PURWO at 6000' proceed to SO NDB (SO 180° bearing) or as instructed by ATC.

YOGYA [YOGYA]



ROUTING

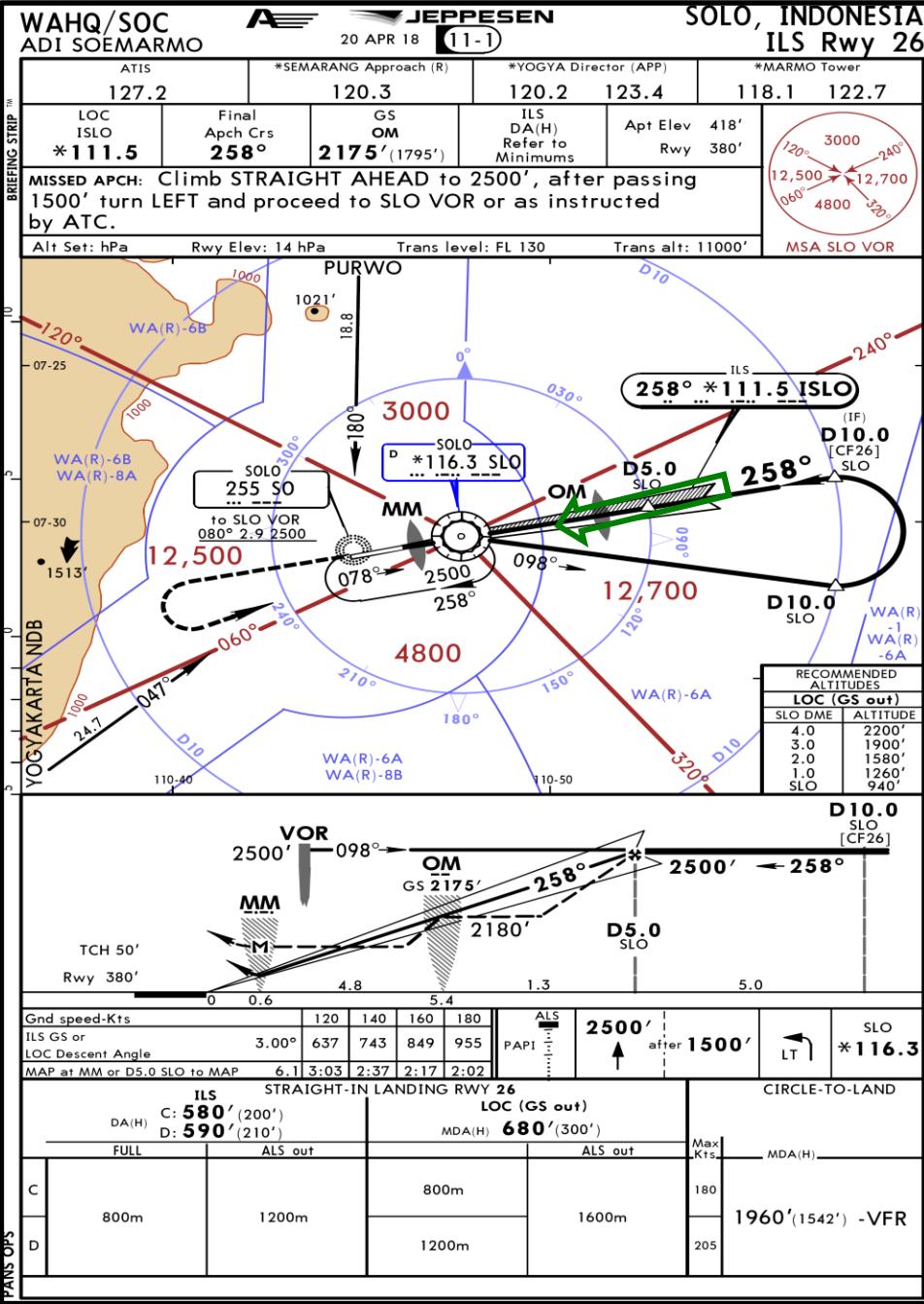
Incoming traffic from JOG VOR at 6000' proceed to OF NDB (OF 081° bearing), then to SO NDB (SO 047° bearing) or as instructed by ATC.

STAR PURWO ARRIVAL

Incoming traffic from PURWO proceed to SO (SO 181° bearing) or as instructed by ATC

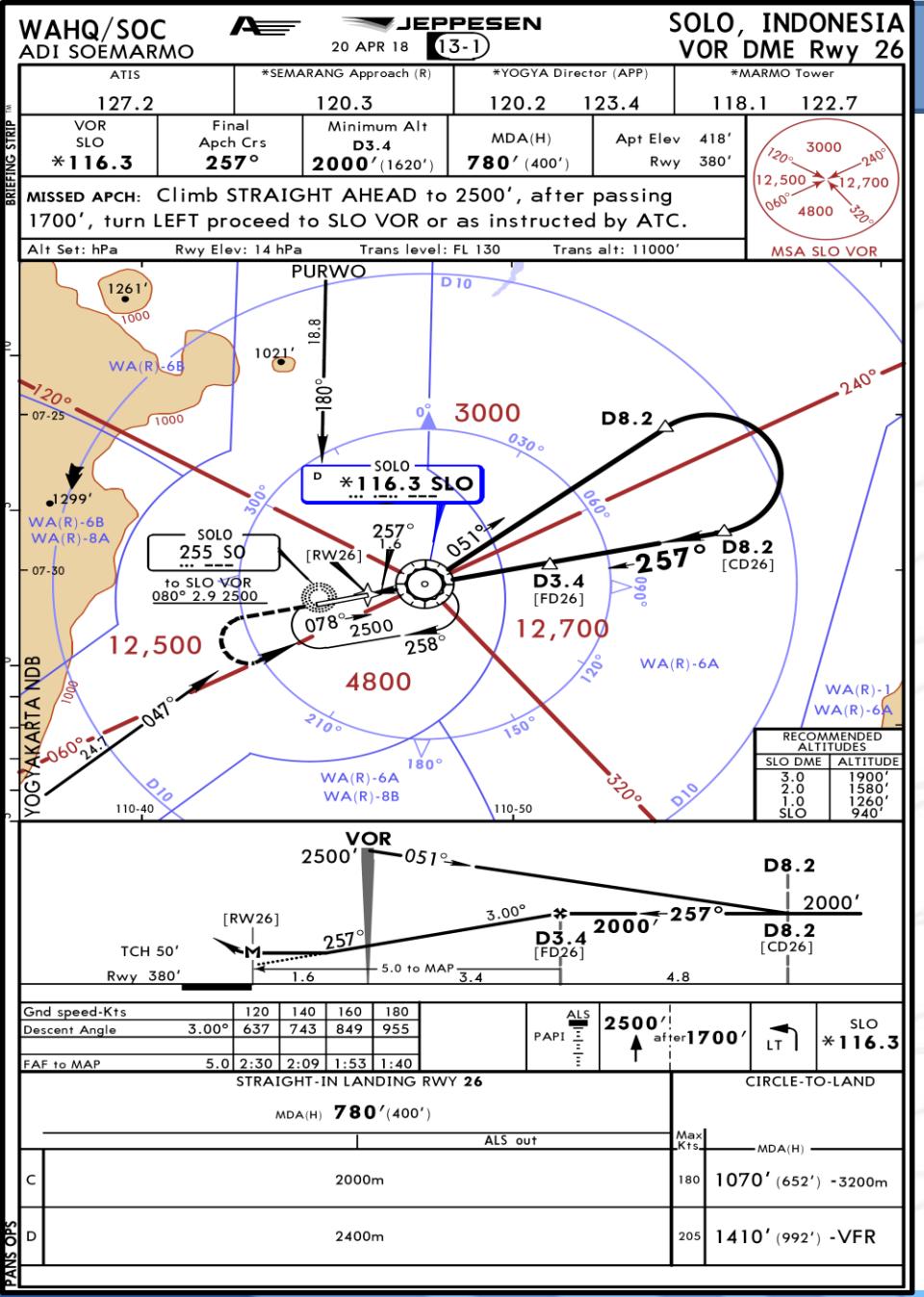
YOGYA ARRIVAL

Incoming traffic from JOG proceed to OF (OF 082° bearing) then to SO (SO 049° bearing) or as instructed by ATC



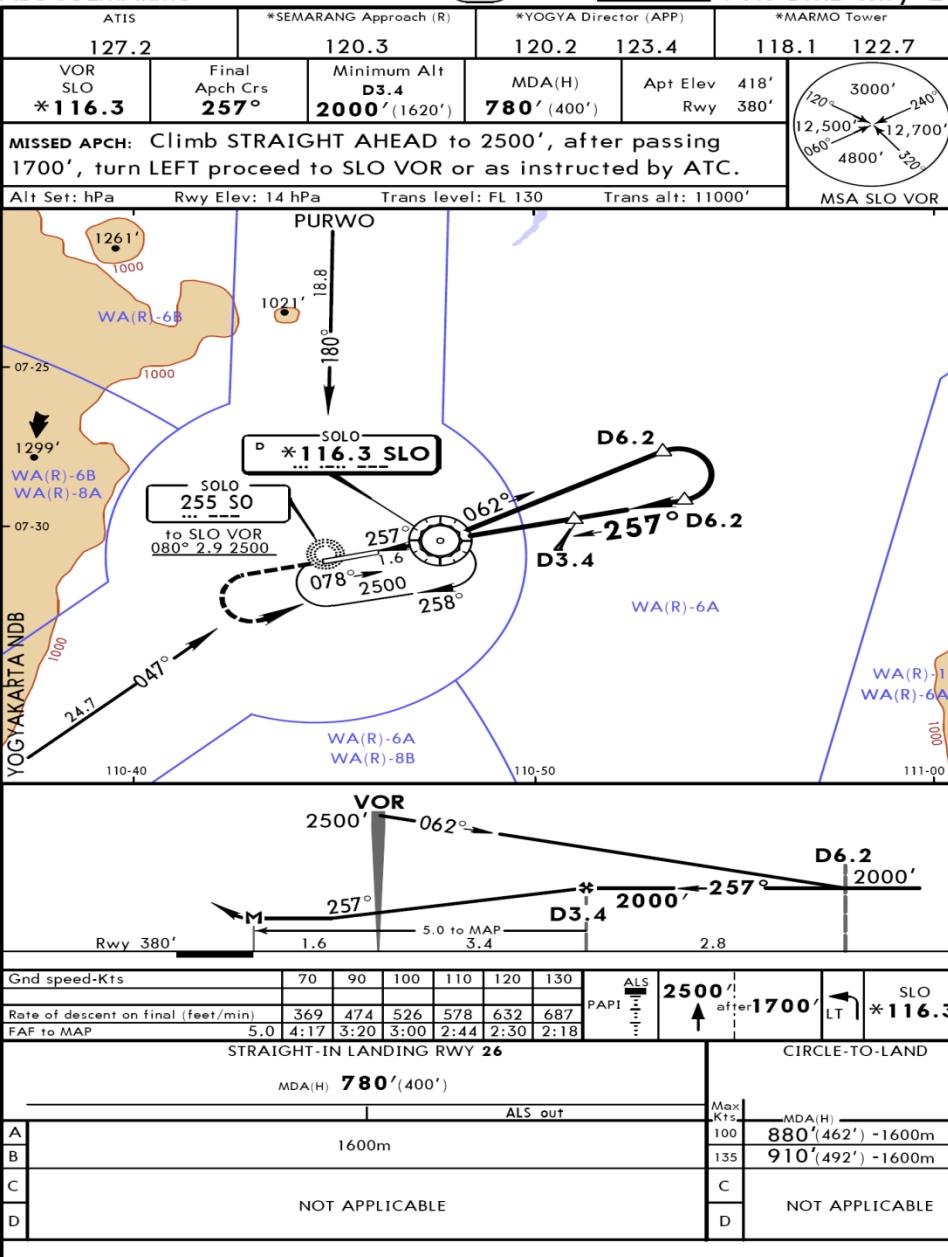
ILS RWY 26

MISSED APPROACH: Climb STRAIGHT AHEAD to 2500', after passing 1500' turn LEFT and proceed to SLO VOR or as instructed by ATC.



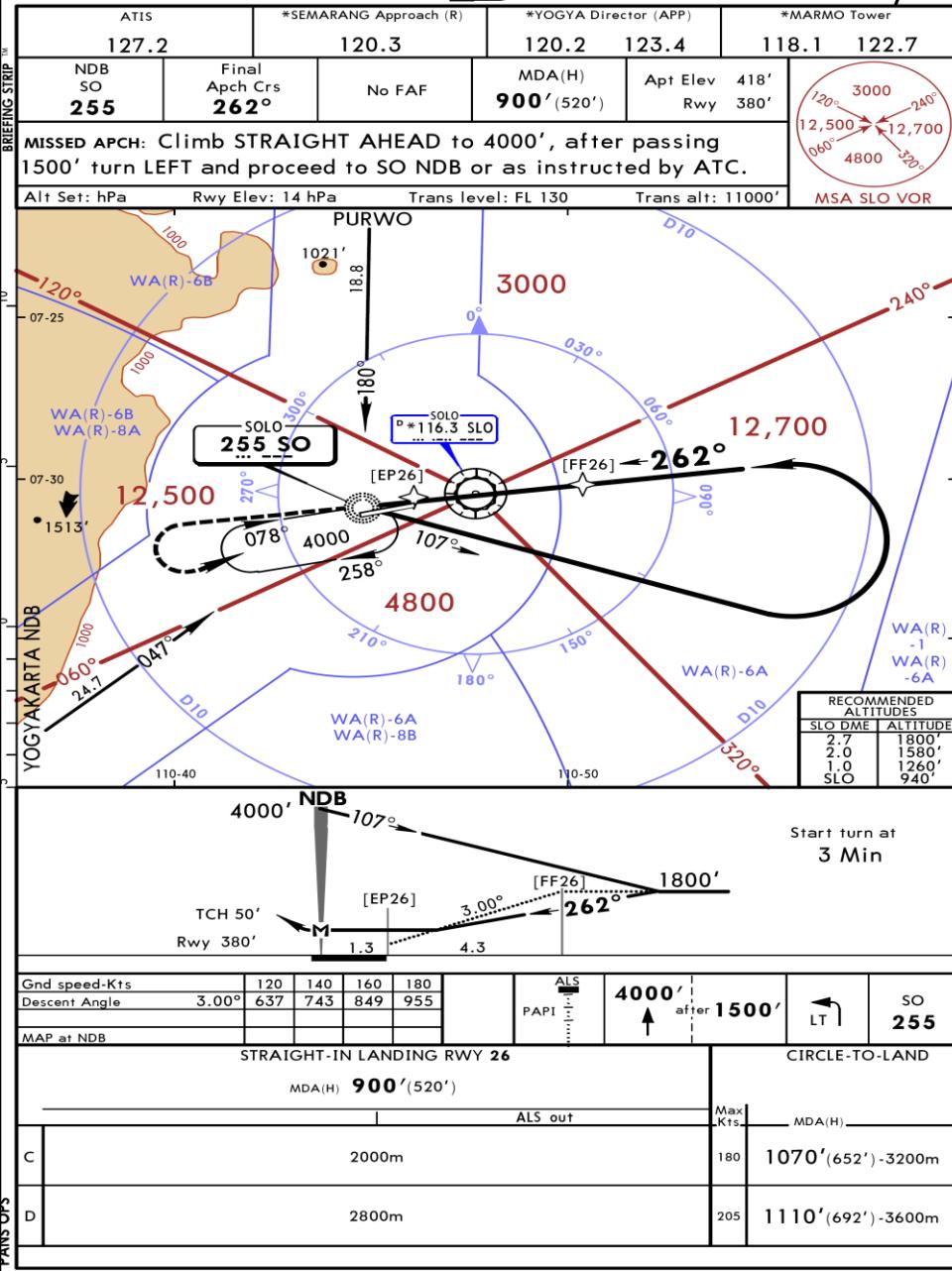
VOR DME RWY 26

MISSED APPROACH: Climb STRAIGHT AHEAD to 2500' after passing 1700' turn LEFT and proceed to SLO VOR or as instructed by ATC.



VOR DME RWY 26

MISSED APPROACH; Climb STRAIGHT AHEAD to 2500' after passing 1700' turn LEFT and proceed to SLO VOR or as instructed by ATC.



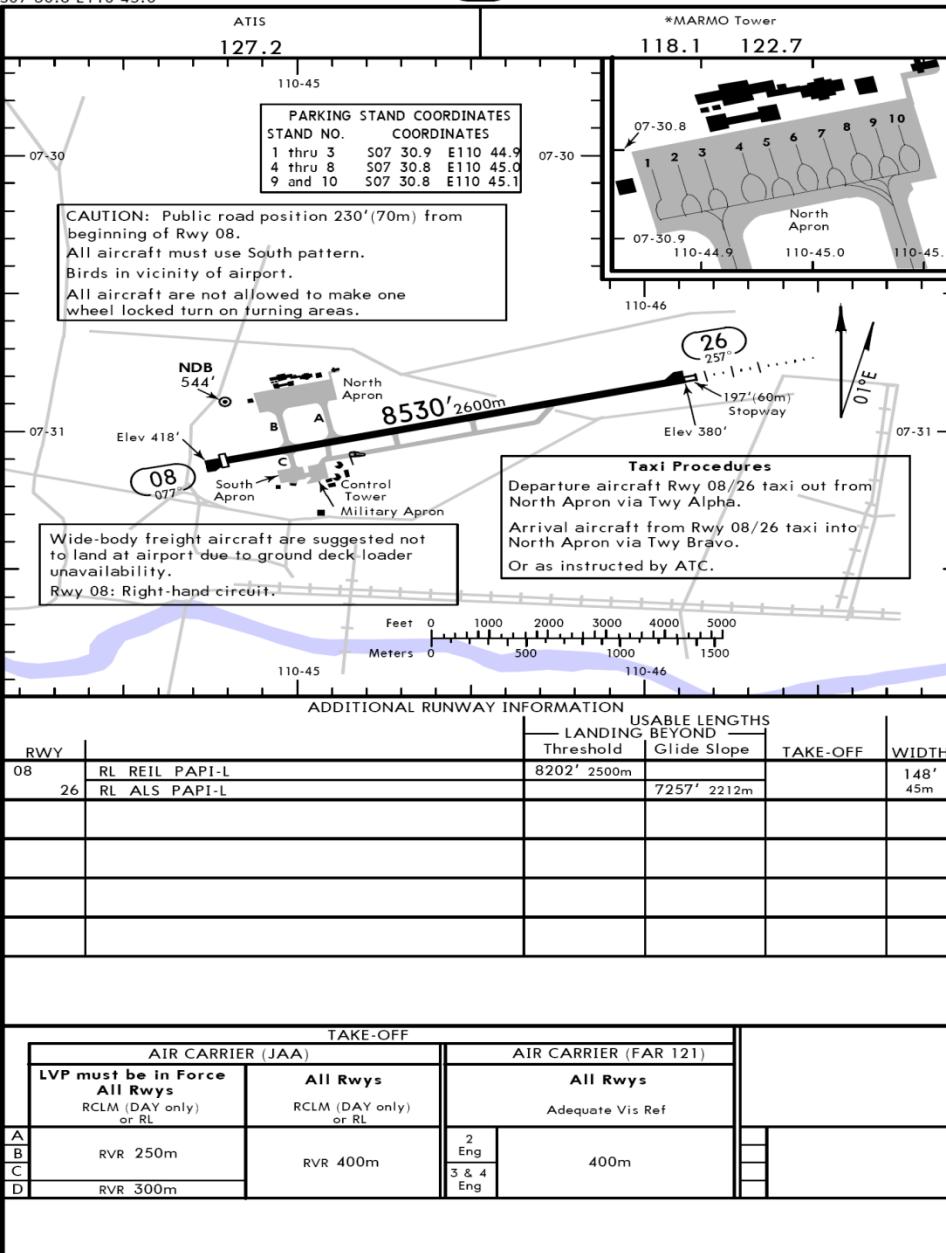
NDB RWY 26

MISSED APPROACH; Climb STRAIGHT AHEAD to 4000' after passing 1500' turn LEFT and proceed to SO NDB or as instructed by ATC.

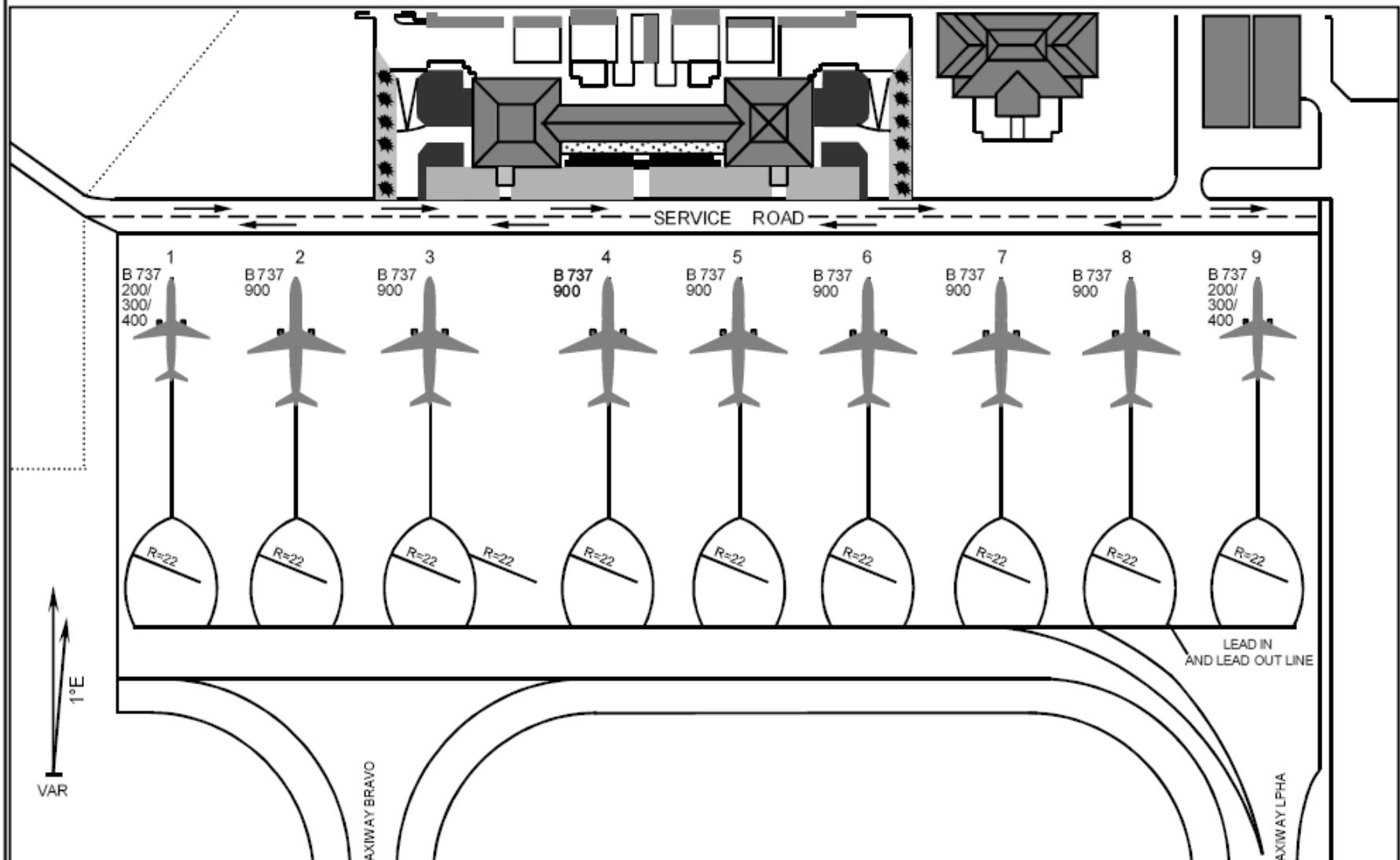
WAHQ/SOC
Alt Elev 418'
S07 30.8 E110 45.0

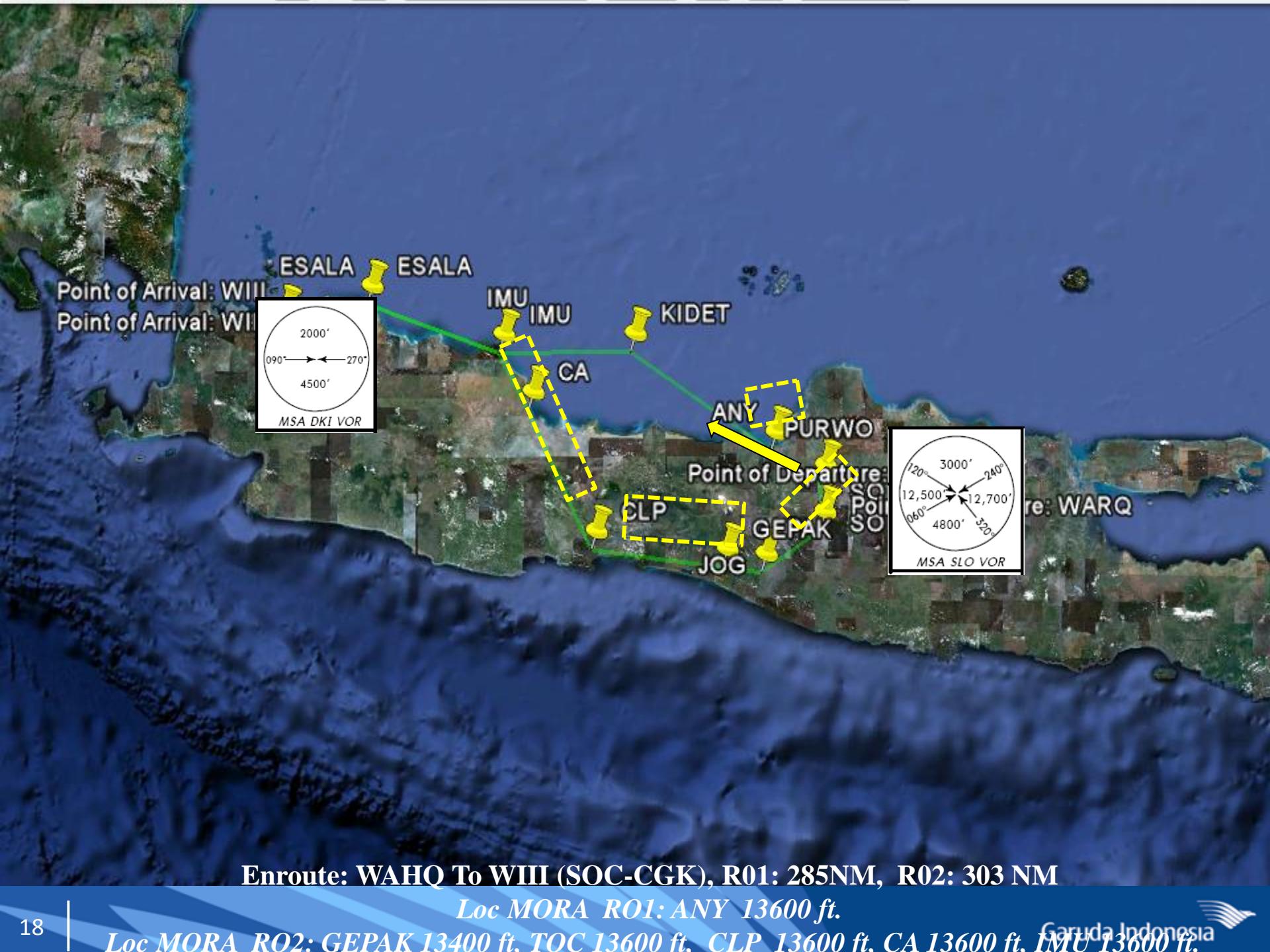
JEPPESEN
22 APR 16 (11-1)

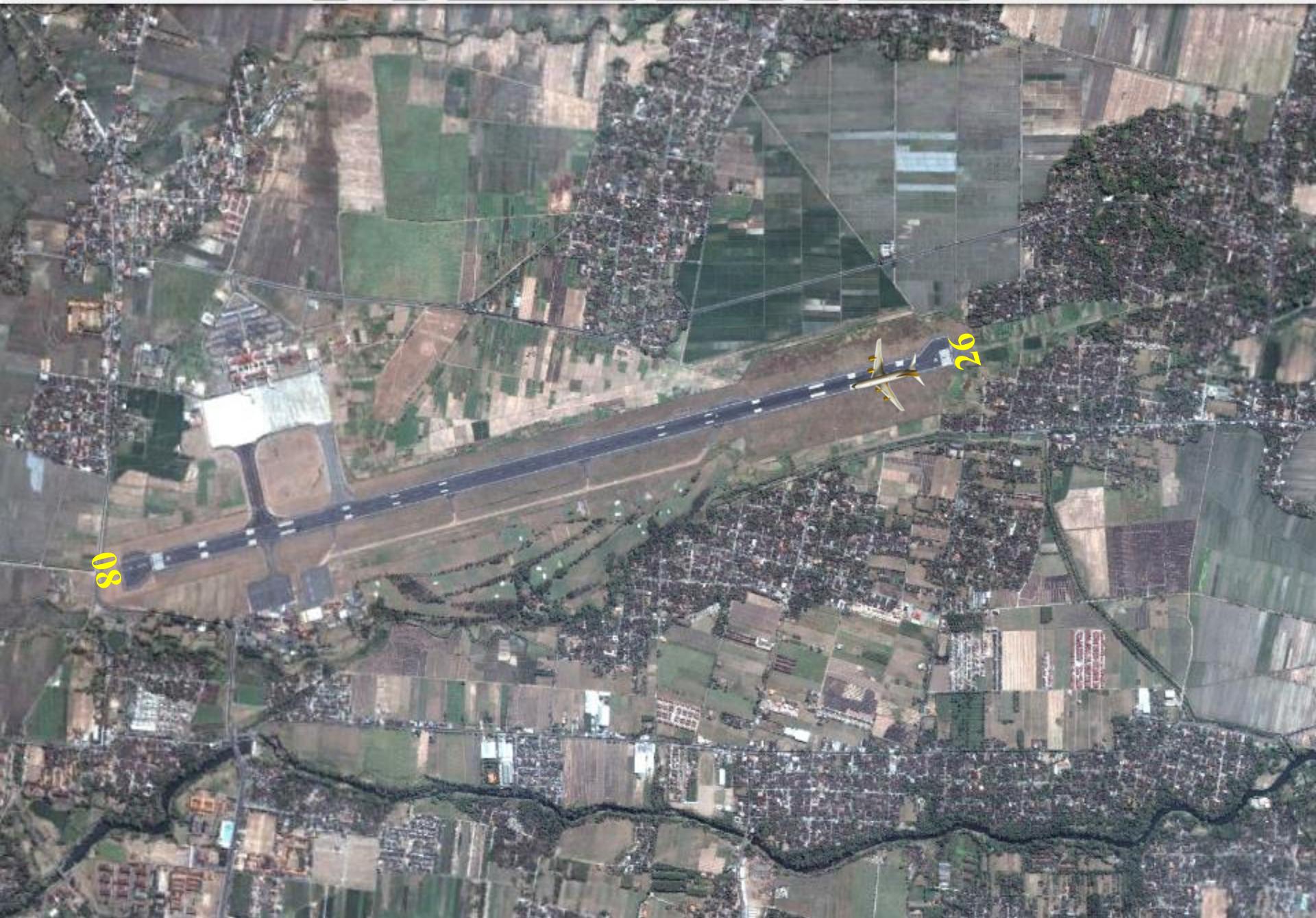
SOLO, INDONESIA
ADI SOEMARMO



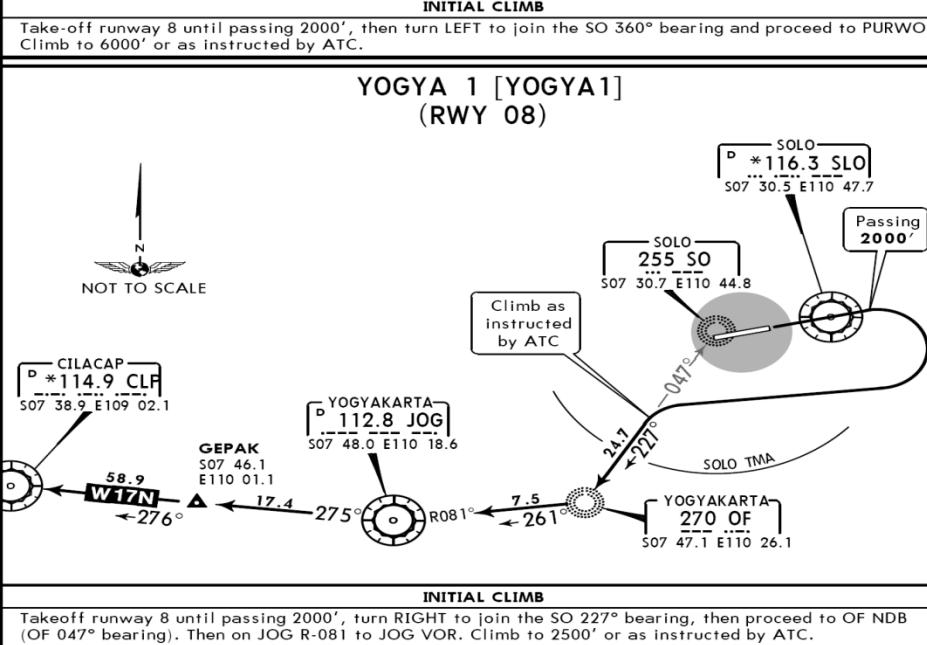
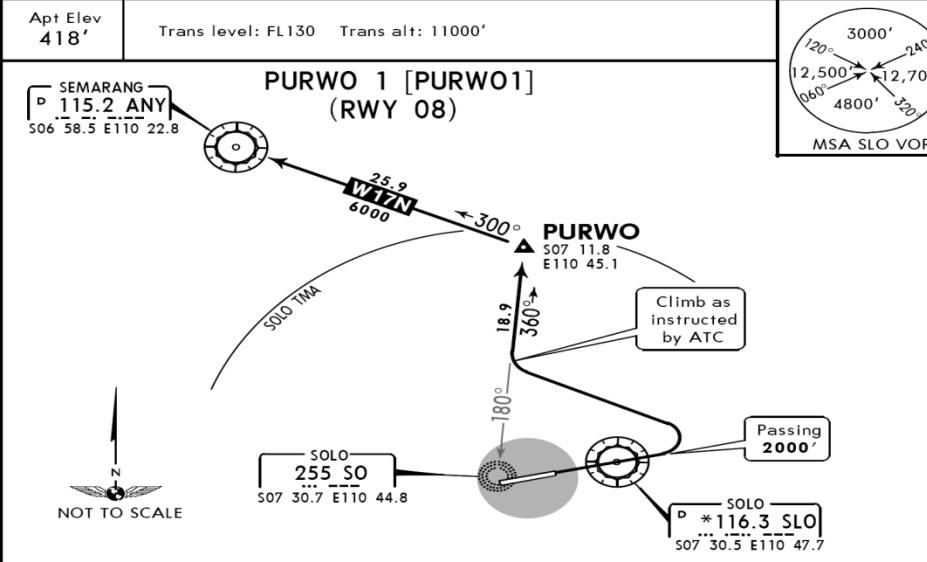
LANDING CHART







OVERVIEW



SID

PURWO ONE DEPARTURE

YOGYA ONE DEPARTURE

Apt Elev
418'

Trans level: FL130 Trans alt: 11000'

PURWO 2 [PURWO2]
(RWY 26)SEMARANG
115.2 ANY
S06 58.5 E110 22.8

W17N

25.9

300°
SOLO TMAClimb as
instructed
by ATC

360°

PURWO
S07 11.8
E110 45.1

360°

180°

SOLO
*116.3 SLO
S07 30.5 E110 47.7255 SO
S07 30.7 E110 44.8

NOT TO SCALE

INITIAL CLIMB

Takeoff runway 26 until passing 2000', turn RIGHT to join the SO 360° bearing and proceed to PURWO.
Climb to 6000' or instructed by ATC.

YOGYA 2 [YOGYA2]
(RWY 26)CILACAP
*114.9 CLR
S07 38.9 E109 02.1GEPAK
S07 46.1
E110 01.1276°
W 17N-275°
17.4Climb as
instructed
by ATCPassing
2000'

047°

227°

24.7

SOLO TMA

24.7

SOLO
*116.3 SLO
S07 30.5 E110 47.7255 SO
S07 30.7 E110 44.8YOGYAKARTA
112.8 JOG
S07 48.0 E110 18.6R081°
7.5
261°YOGYAKARTA
270 OF
S07 47.1 E110 26.1

NOT TO SCALE

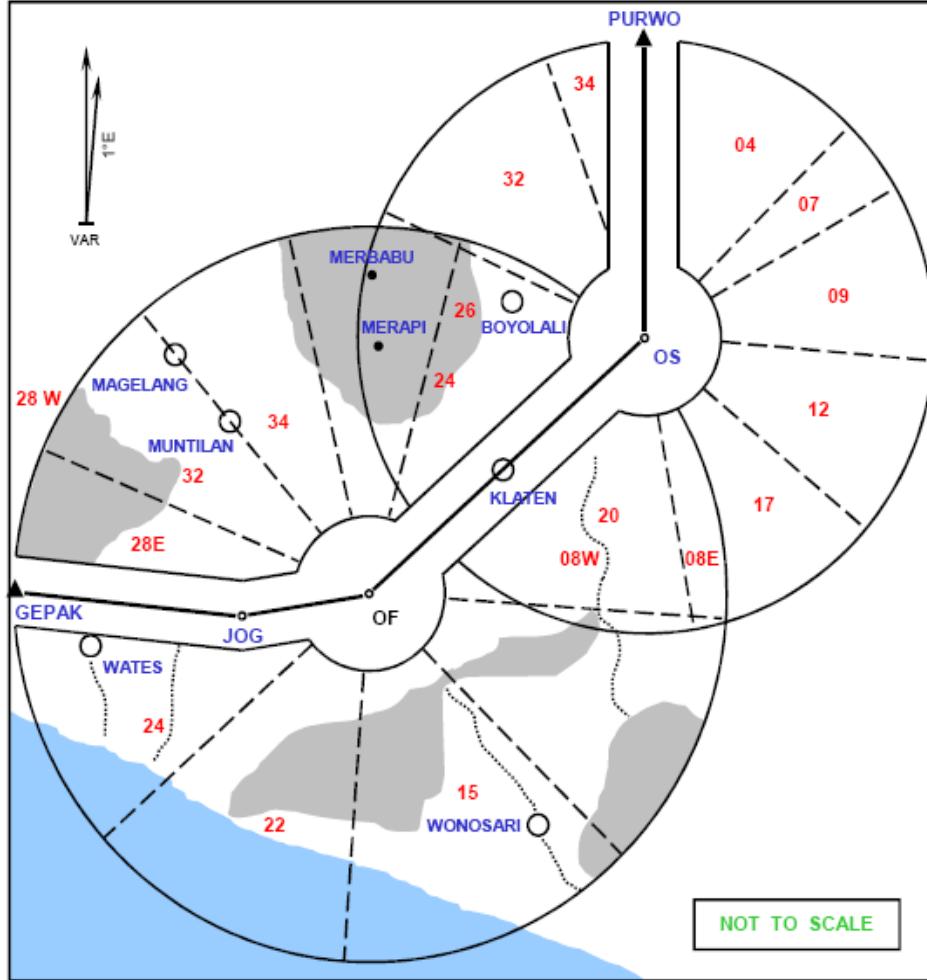
INITIAL CLIMB

Takeoff runway 26 until passing 2000', turn LEFT to join the SO 227° bearing, then proceed to OF NDB
(OF 047° bearing). Then on JOG R-081 to JOG VOR. Climb to 2500' or as instructed by ATC.

SID

PURWO TWO DEPARTURE

YOGYA TWO DEPARTURE



* MILITARY TRAINING ACTIVITY DURING WEEKDAYS

* LISTENING WATCH IS ADVISABLE

<u>CALL SIGN</u>	<u>EXAMPLE</u>	<u>TYPE OF A/C</u>	<u>REMARKS</u>
JUPITER	JUPITER 175		Instruction flight
SIERA	SIERA 3401		Solo flight
LM	LM - 2002	AS - 202 Bravo	Navigation flight
LD	LD - 4191	T - 41D Cessna	Navigation flight
LL	LD - 3403	T - 34C Cessna	Navigation flight
	LL - 5314	MK - 53 HS - Hawk	Navigation flight
		C - 170	Glider towing

ADDITIOANAL INFORMATION

MILITARY TRAINING ACTIVITY DURING WEEKDAYS



REMARKS

- All ACFT must use **SOUTH PATTERN**.
- Public Road position 230' (70M) from beginning of RWY 08.
- Flock of swallow birds after and before rain.
- Dept ACFT RWY 08/26 taxi out from North Apron via TWY “A” and then proceed to RWY 08.
- Arrival ACFT from RWY 08/26 taxi into North Apron via TWY “B”



At 1500 ft , on Localizer RWY 26

Apron A



FINAL RWY 26



Apron A

Apron B

Apron C

PAPI RWY 26

APRON A For Regular Flight

APRON B & C For HAJJ Flight

RWY 26



2600x45m

PCN 68 F/C/X/T ASPHALT
Elevation 413 ft



TERMINAL A, for regular flight



SUMARMO TOWER 122.7



Entering taxiway A



Into parking stand, on apron A



Fully ground support equipment



Fire fighting facility CAT VIII, next to Marmo tower

Taxiway C



*Twy & Apr C Strength: Concrete/ 70R/ C/ X/ T
Used for Hajj Flight*



Park Stand number 1, 2, and 3 for B 767



1 A

Park Stand No. 1A and 2A for A-340 or A-330



Apron C, used for Hajj Flight

Apron B,
used only for STBY aircraft for Hajj Flight



Taxiway B



PERTAMINA Aviation Services

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.

- 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.

HAVE ANICE FLIGHT

