



# **ARMI**

(Airport and Route Manual Information)

## **PALEMBANG**

## **WIPP / PLM**

***DOMESTIC***

## I. Airport Data

Name	ICAO	IATA	ARP	Magnetic Variation	Airport Elevation (Feet)	Local time (UTC +/-)
Sultan Mahmud Badaruddin II Airport	WIPP	PLB	S02°54.1' E104°42.0'	0°	49	+ 7

Runways designator	length	strength	VASIS	limitations
RWY 11 – 29	9843 x 148 ft (3000 x 45 m)	ASPHALT CONCRETE PCN 68 F/C/X/T	PAPI All RWY : 3.0°	RWY 11 : 49 ft RWY 29 : 39 ft

## II. Communication & Navigation Aids facilities

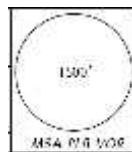
<b>APP</b> Palembang Radar	119.2 120.4	VOR/DME	PLB	115.5
<b>TWR</b> Mahmud Tower	118.1	NDB	WW	380
<b>ATIS</b>	127.2	ILS DME (RWY 29)	IPLB	110.5
<b>FSS</b> Palembang Information	3416, 5631, 6596, 8957 11361			

## III. Airport location

- 6.7 NM of city of Palembang.
- For Civil Operation.
- Operating hours : 2300-1400 Z.

## IV. Minimum Safe / Sector Altitude (MSA)

The highest MSA is 1500 ft based on “**PLB**” VOR/DME.



**V. Climate / Weather Condition**

- Open

**VI. Ground/ Taxi maneuvering**

- No repairs or run – up engine on apron.
- Permission must be granted from ATC for run up engines.
- All aircraft taxiing on runway are to follow the runway nose wheel line

**VII. Parking**

- Open

**VIII. Ground Handling & Agents**

PT. Gapura Angkasa  
SITA ADDR PLMKOXH  
Company channel 131.90MHz  
Call sign : Gapura Operation Palembang  
Phone/facs: 62-711-417 433, 62-711-413-695 EXT.420 / 62-711 – 420 410.  
HRS of SERVICE 2200-1700Z

**IX. Servicing**

- PERTAMINA
- AES Facilities CAT.VII

**X. Medical Facilities**

- Hospitals in Town

**XI. Accommodation**

- Hotels in Town

**XII. Immigration Procedures**

- Custom available.
- Immigration in town.

### **XIII. Entry Procedures - Arrival Procedures**

<b>STANDARD ARRIVAL ROUTES ( STAR)</b>	
PAPA ONE BRAVO	Arriving aircraft from SOUTH/SOUTHEAST (A-585, G-579, W-12, or leaving DOLTA), at 30 NM from PLB turn RIGHT heading 005 <sup>0</sup> , proceed to EPBIN.
PAPA TWO BRAVO	Arriving aircraft from SOUTH/SOUTHWEST (W-23) proceed to PLB and then to EPBIN.
PAPA THREE BRAVO	Arriving aircraft from NORTH/NORTHWEST (W-12, W-21, W-25) proceed to PLB and then to EPBIN.
PAPA FOUR BRAVO	Arriving aircraft from NORTH/NORTHWEST (G-579, W-24) proceed to PLB and then to EPBIN
PAPA FIVE BRAVO	Arriving aircraft from NORTHEAST/EAST (W-23, W-25) at 30 NM from PLB turn LEFT heading 221 <sup>0</sup> , proceed to EPBIN.

### **XIV. Departure procedures and conditions from Palembang**

<b>STANDARD INSTRUMENT DEPARTURE RWY 11</b>	
PALEMBANG ONE	After take-off, MAINTAIN runway heading until passing 1500', then turn LEFT to a 290 <sup>0</sup> heading to join G-579, or W-12, or W-24. Cross abeam OW NDB at or above 4000'.
PALEMBANG TWO	After take-off, MAINTAIN runway heading until passing 1500', then turn RIGHT, proceed to OW NDB. Cross OW NDB at or above 4000', then fly 290 <sup>0</sup> bearing from OW NDB to join W-21 or W-23, or join G-579, or W-12, or W-24 via PLB VOR.
PALEMBANG THREE	After take-off, immediate turn LEFT to a 030 <sup>0</sup> heading to join W-23 or W-25.
PALEMBANG FOUR	After take-off, proceed to join W-12E (to Boras Intl).

<b>STANDARD INSTRUMENT DEPARTURE RWY 29</b>	
PALEMBANG FIVE	After take-off, immediate turn RIGHT, proceed to Palembang Locator, then join W-12E (to Boras Int).
PALEMBANG SIX	After take-off, immediate turn RIGHT to a 015 <sup>0</sup> heading to join W-25, or W-23 to WIKK (Pangkalpinang Apt).
PALEMBANG	After take-off, MAINTAIN runway heading until passing 1000', then turn RIGHT to a 110 <sup>0</sup> heading and M A I N T A I N heading until abeam heading and M A I N T A I N heading until abeam Palembang (WW) locator at or above 6000' then join W-12, W-24 or G-579 via PLB VOR or via 290 <sup>0</sup> bearing from OW NDB to join W-21 or W-23.
PALEMBANG EIGHT	After take-off, proceed to PLB VOR, then join W-12, W-21, W-23, W-24 or G-579

#### **XV. 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.

#### **XVI. ATC Flight plans routes and distances**

##### ***WIII – WIPP (CGK - PLM)***

##### ***WIII - WIPP R 01***

WIII ... CKG1G ... CR ...CKG ...SIKAD ...DOLTA ...W12 ... DOMIL ... PLB ...WIPP. Distance 252 NM

##### ***Enroute Mora CGK – PLM***

The highest MSA at CENGKARENG are 4,500 ft to South and 2,000 ft to the North based on CL, CR, GL, GR NDB, the Highest Grid Mora On this Route is 9,500 ft from point DOLTA to DOMIL) and The highest MSA at Palembang is 1500 ft based on PLB VOR/DME.

**WIPP - WIII (PLM - CGK)**

**WIPP – WIII R01**

WIPP ... W12E ... BORAS ... BIDAD ...BUNIK3 ...BUNIK ...DKI44 ... NOKTA ...  
WIII. Distance 246 NM.

**Enroute Mora PLM – CGK**

The highest MSA at Palembang is 1500 ft based on PLB VOR/DME.  
The highest Grid Mora is 3.100 ft from point BIDAD to NOKTA, and The highest  
MSA at CENGKARENG are 4,500 ft to South and 2,000 ft to the North based on  
CL, CR, GL, GR NDB

**XVII. ALTERNATE**

Destination	Alternate	Loc.	Ind.	B737 classic	B737 NG	TT	NM	Ground Handling
Palembang WIPP/PLM	Jakarta	WIII	CGK	+	+	148	246	-
	Batam	WIDD	BTH	+	+	351	242	BAS
	Pekanbaru	WIBB	PKU	+	+	315	280	PT. Gapura
	Singapore	WSSS	SIN	+	+	350	258	CIAS
	Padang	WIPT	PDG	+	+	295	294	PT. Gapura
	Kualalumpur	WMKK	KUL	+	+	331	382	MAS

**Note: refer to MISCELLANEOUS DOMESTIC 3.3.3 Destination Alternate List**

**+ :alternate airport adequate for indicated aircraft type**

**- : alternate airport NOT adequate for indicated aircraft type**

**Batam**

***Alternate Flight plan route and distance***

WIPP – WIDD (PLM - BTH) R 01

WIPP ... PLB ... W24 ... TIAMA ... NE ... NE1C ... TPG26 ...TPG ...D120C  
...WIDD. Distance 257 NM.

***Enroute Mora PLM – BTH***

The highest MSA at Palembang is 1500 ft based on PLB VOR/DME. the highest Grid Mora On this Route is 2.600 ft from point PLB VOR/DME (PALEMBANG) to TIAMA and the highest MSA at Batam are 2000 ft to South West, 1800 ft to North West, and 2200 ft to East based on BTM VOR/DME.

**Pekanbaru**

***Alternate Flight plan route and distance***

WIPP – WIBB ( PLM – PKU ) A 01

WIPP ... A585 ... JATAM ... WIBB. Distance 280 NM.

***Enroute Mora PLM – PKU***

The highest MSA at Palembang is 1500 ft based on PLB VOR/DME, the highest Grid Mora on the Route is 3.900 ft from point WIPP to WIBB and The highest MSA at Pekanbaru are 2.500 ft to the North-west, North-east and South-west, 2.000 ft to the South-east based on PKU VOR and NW NDB.

**Singapore**

***Alternate Flight plan route and distance***

- Open

**Padang**

***Alternate Flight plan route and distance***

WIPP – WIPT ( PLM – PDG ) A 01

WIPP ... PLB ... W25 ... PASOL ... PASOL1 ...MKB ...NMBIN ...WIPT. Distance 320 NM.

***Enroute Mora PLM – PDG***

The highest MSA at Palembang is 1500 ft based on PLB VOR/DME, the highest Grid Mora on the Route is 14.600 ft from point PASOL to MKB VOR/DME (MINANGKABAU) and The highest MSA are 8,800 ft to Southeast, 2800 ft to the West, 5300 ft to the North west, 11500 ft to the North east, 7600 ft to the East and 10300 ft course 280<sup>o</sup> until 300<sup>o</sup> based on MKB VOR/DME.

**Kualalumpur**

***Alternate Flight plan route and distance***

- Open

**XVIII. Remarks**

- No repairs or run up engine engine on apron.
- Permission must be granted from ATC for run up engines.
- All aircraft taxiing on runway are to follow the runway nose wheel line.