



PEKANBARU (INDONESIA)

SULTAN SYARIF KASIM II AIRPORT (WIBB/PKU)

OKTOBER 2017



**PEKANBARU is located at RIAU and Airport location
about 6 NM South of the city of PEKANBARU**

FLIGHT PLAN ROUTES



WIII – WIBB (CGK - PKU) R01

WIII ... CR ... CKG ... SIKAD ... DOLTA

... A585 ... DOMIL ... PLB ... JATAM

... PKU ... WIBB. Distance 527 NM

WIBB/PKU
SULTAN SYARIF KASIM II

PEKANBARU, INDONESIA

RADAR MINIMUM ALTITUDES

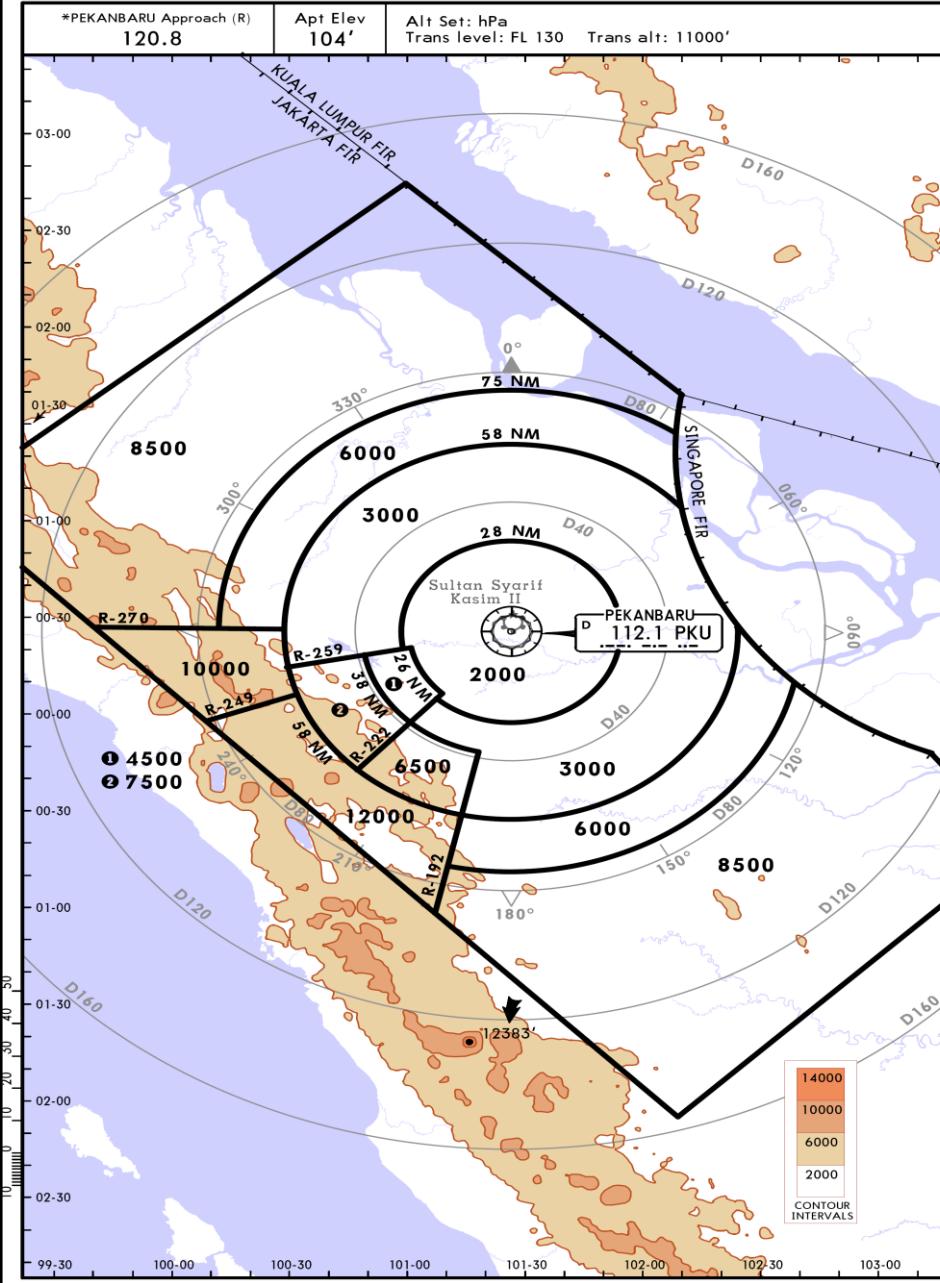
9 FEB 18 (10-1R)

*PEKANBARU Approach (R) Ap
120.8 1

† Eley

Alt Set: hPa

130 Trans alt: 11000'



GENERAL INFO

ARP	: N00 27 48 E101 26 48
Airport Elevation	: 104 Feet
Runway Designation	: RWY 18/ 36
Dimension	: 2240 X 45 m (7349 X 147 ft)
Runway Surface	: Asphalt Concrete
PCN	: 62 FBWT
Operation Hours	: 23:00 – 17:00
Time Conversion	: UTC + 7

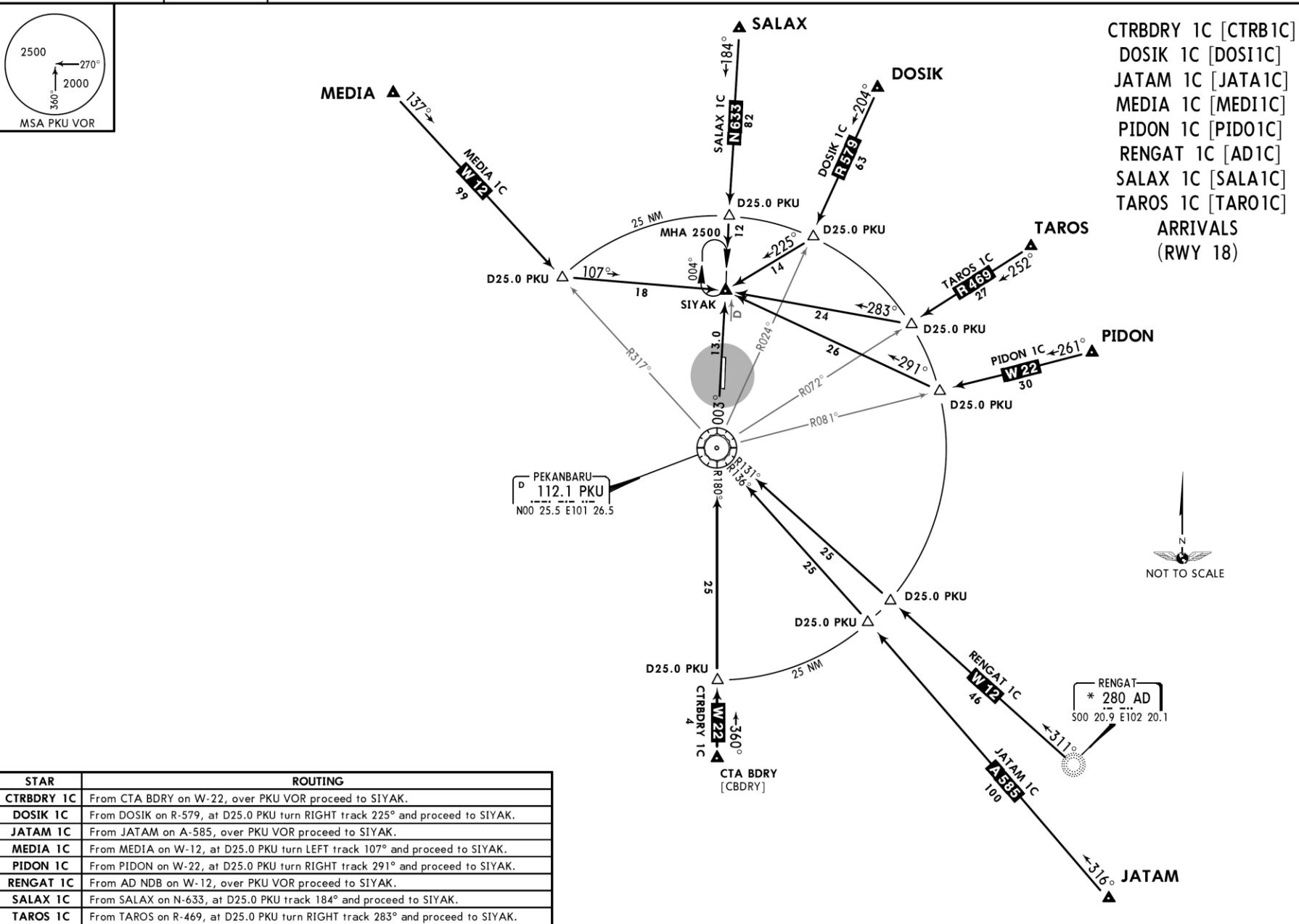
COMMUNICATION & NAVIGATION

VOR/DME	:	112.1 MHz / CH-58X	“PKU”
NDB	:	350 KHz	“NW”
ILS/LLZ	:	111.1 MHZ	“NW”
GP	:	331.7 MHz	

APP	:	120.8 MHz	“PEKANBARU APP”
TWR	:	118.1 MHz	“SYARIF TOWER”
ATIS : 126.20 MHz			

*ATIS
126.2Apt Elev
104'

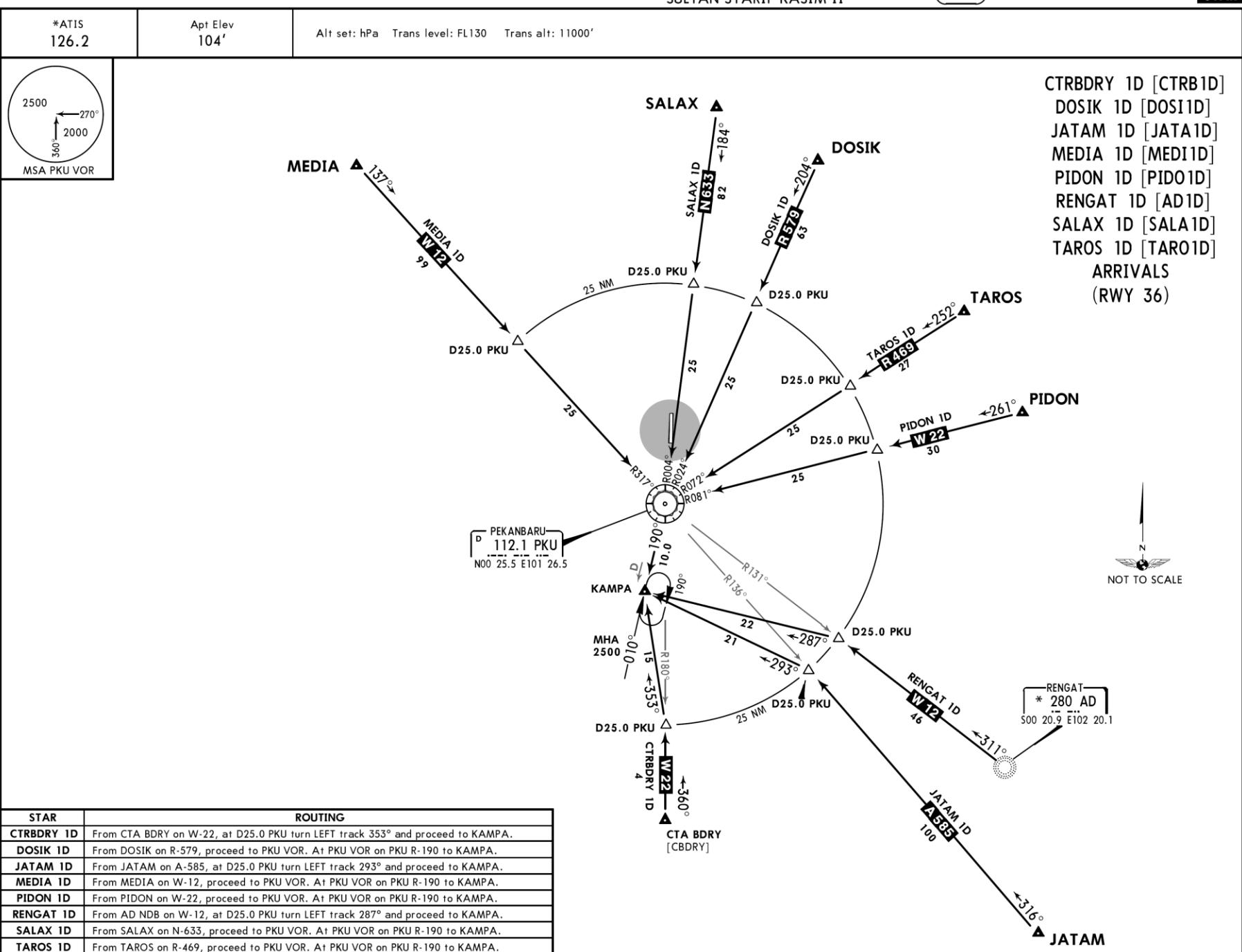
Alt Set: hPa Trans level: FL130 Trans alt: 11000'

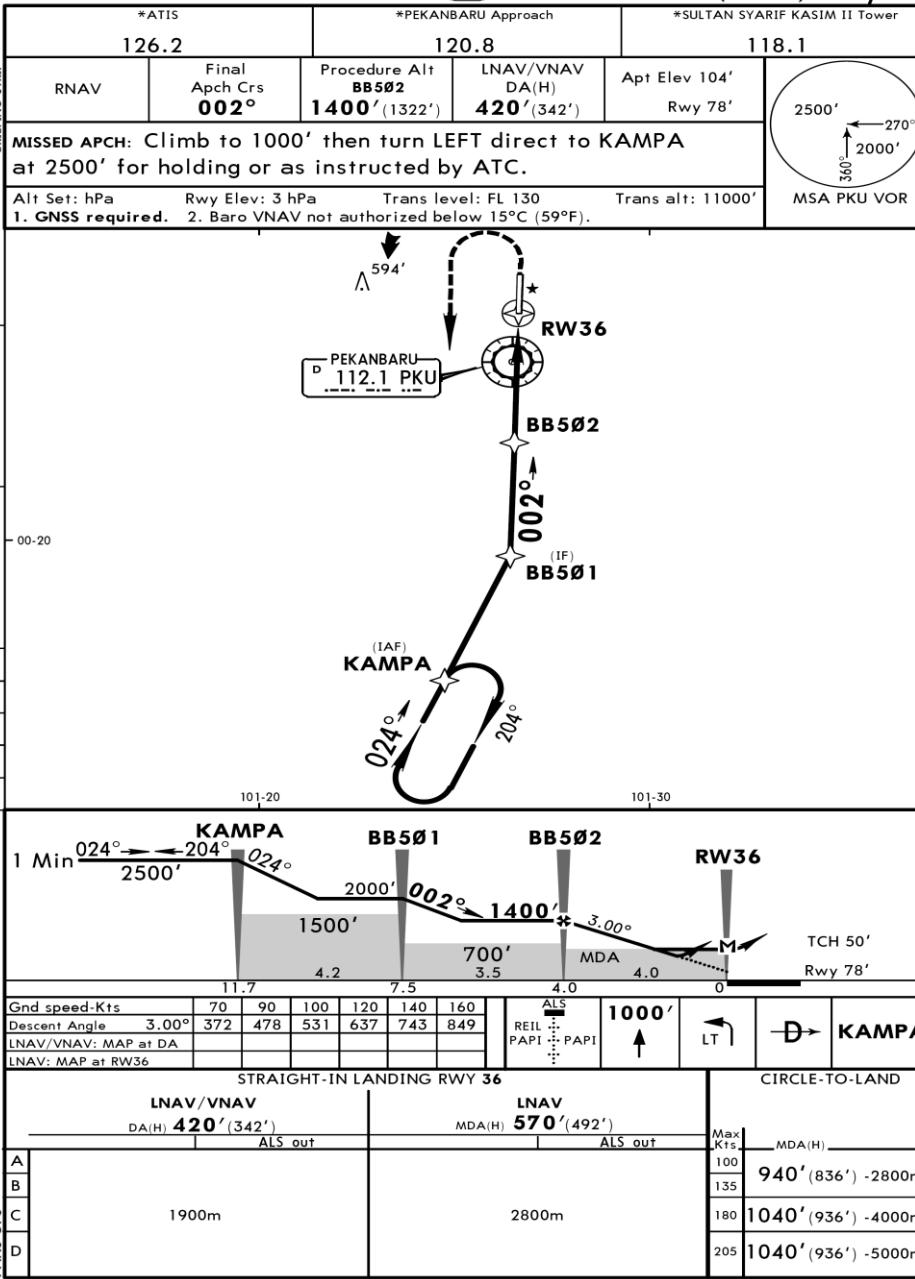


*ATIS
126.2

Apt Elev
104'

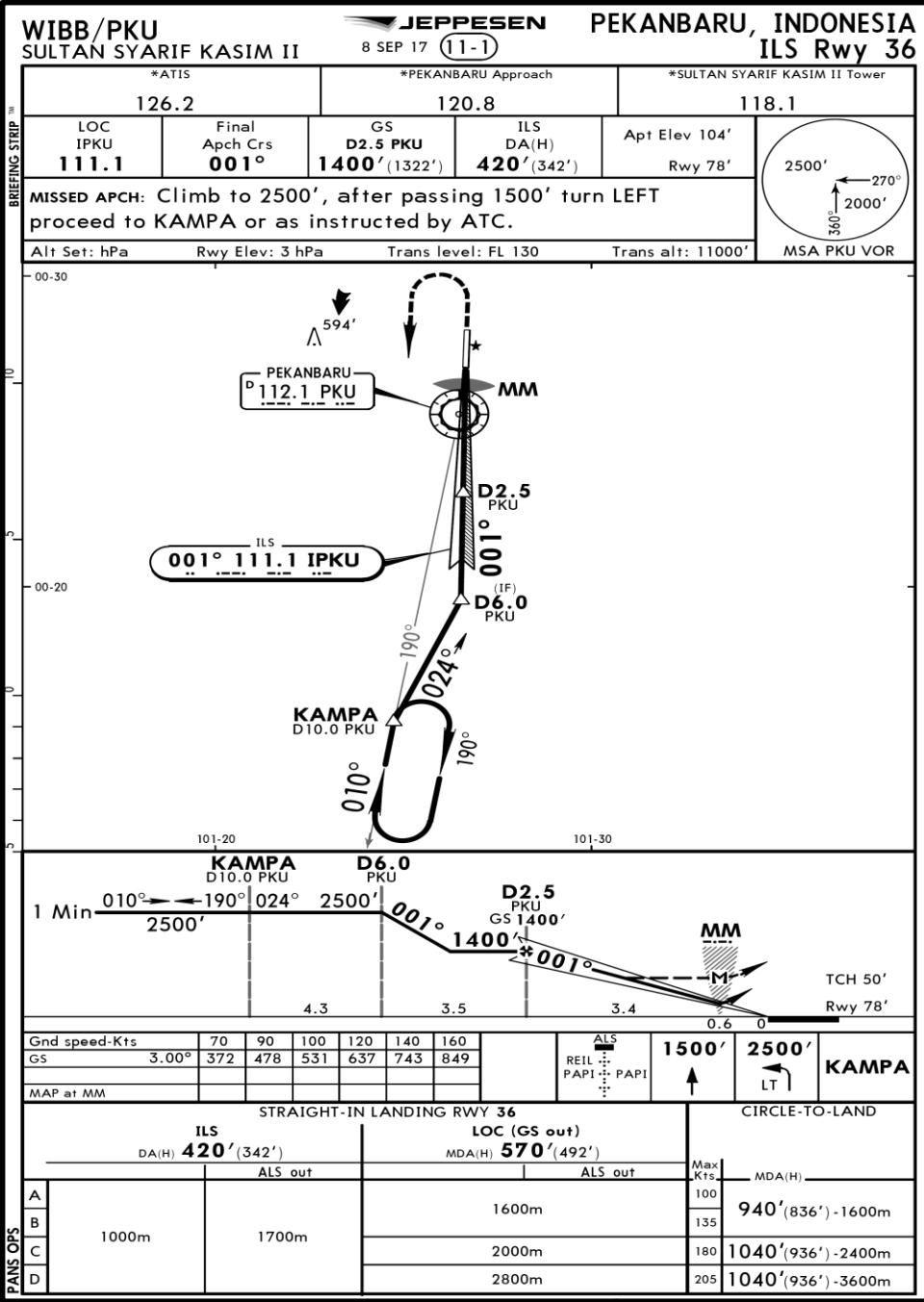
Alt set: hPa Trans level: FL130 Trans alt: 11000'





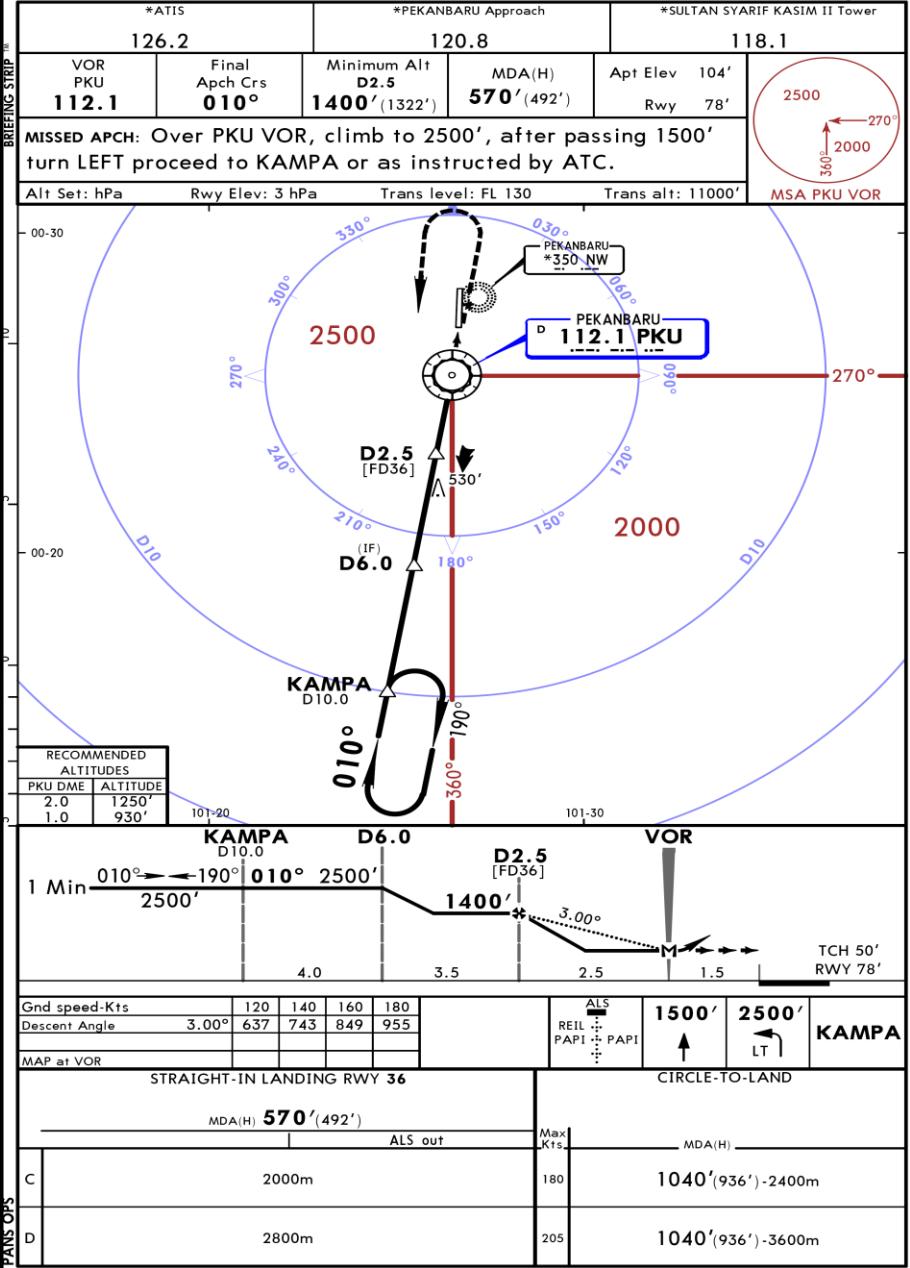
RNAV (GNSS) RWY 36

MISSSED APCH: Climb to 2500', after passing 1500' turn LEFT proceed to KAMPA or as instructed by ATC



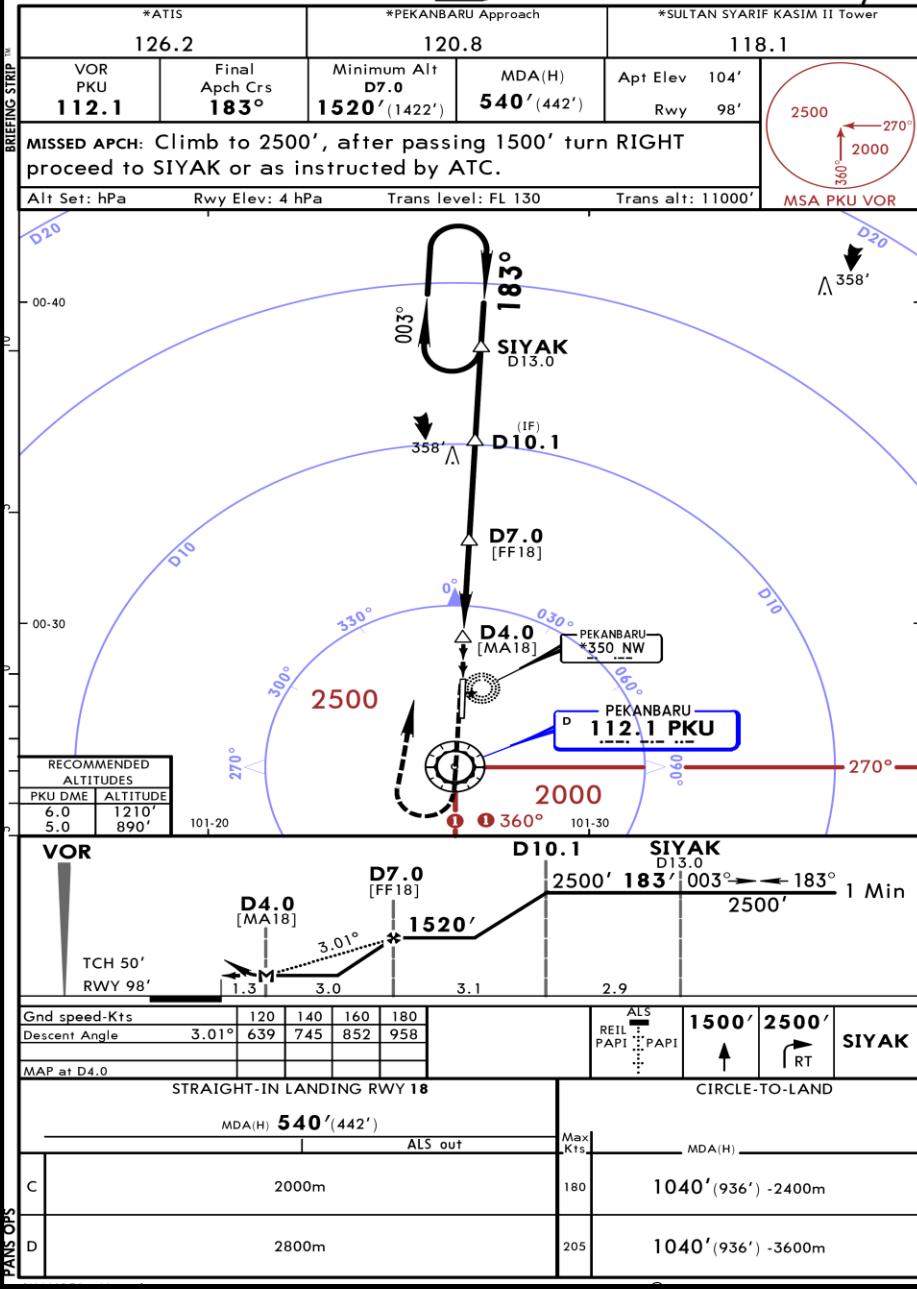
ILS RWY 36

MISSSED APCH: Climb to 2500', after passing 1500' turn LEFT proceed to KAMPA or as instructed by ATC



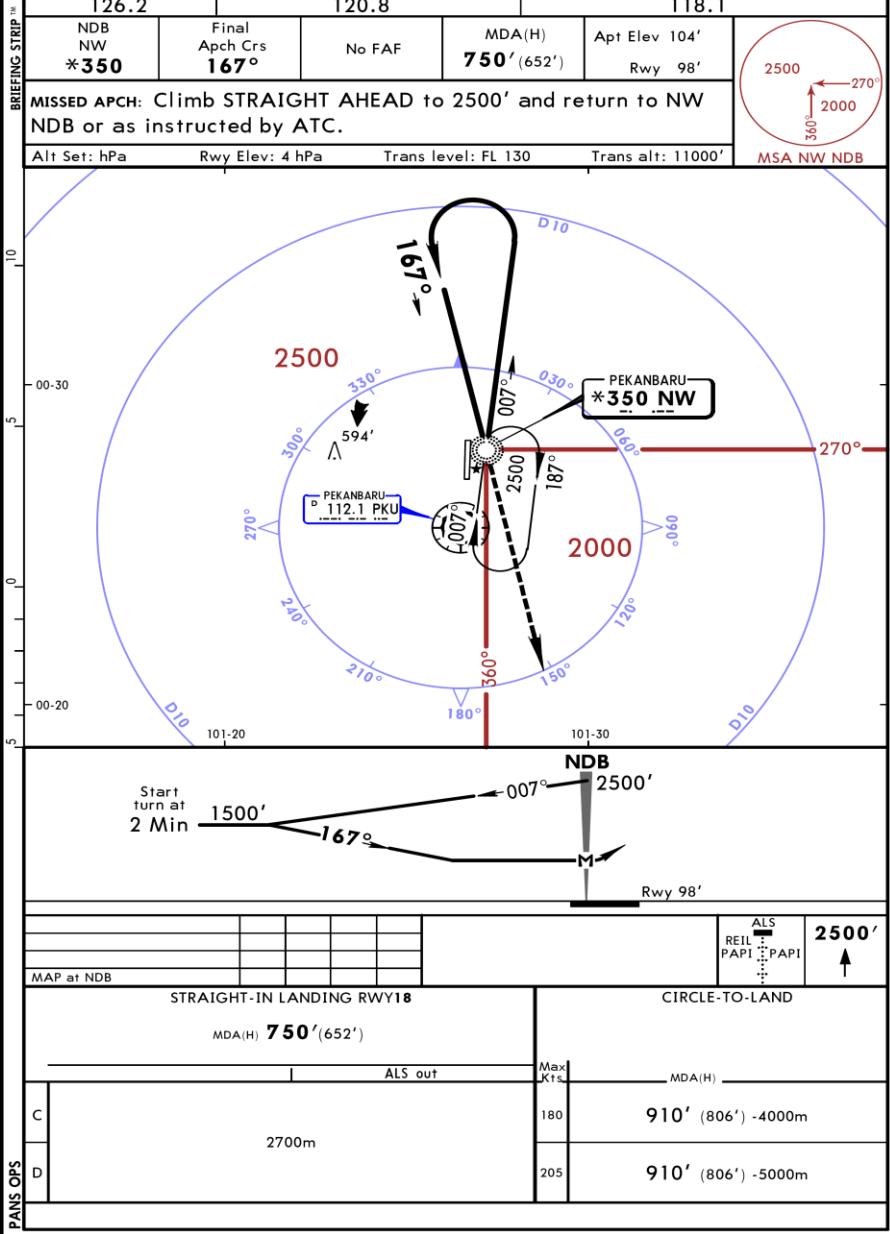
VOR DME RWY 36

MISSED APCH: Over PKU VOR, Climb to 2500', after passing 1500' turn LEFT proceed to KAMPA or as instructed by ATC



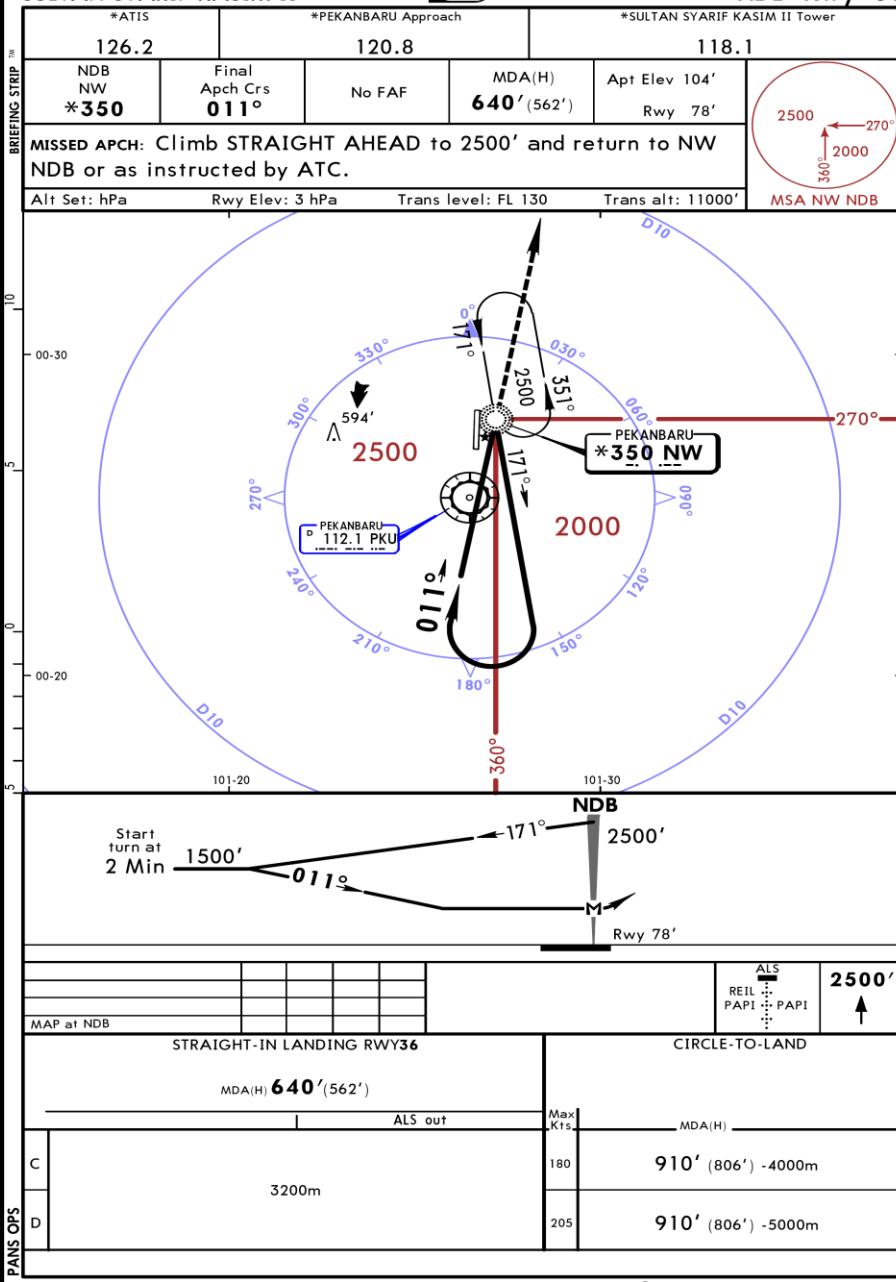
VOR DME RWY 18

MISSED APCH: Climb to 2500', after passing 1500' turn RIGHT proceed to SIYAK or as instructed by ATC



NDB RWY 18

MISSSED APCH: Climb STRAIGHT AHEAD to 2500' and return to NW NDB or as instructed by ATC



NDB RWY 36

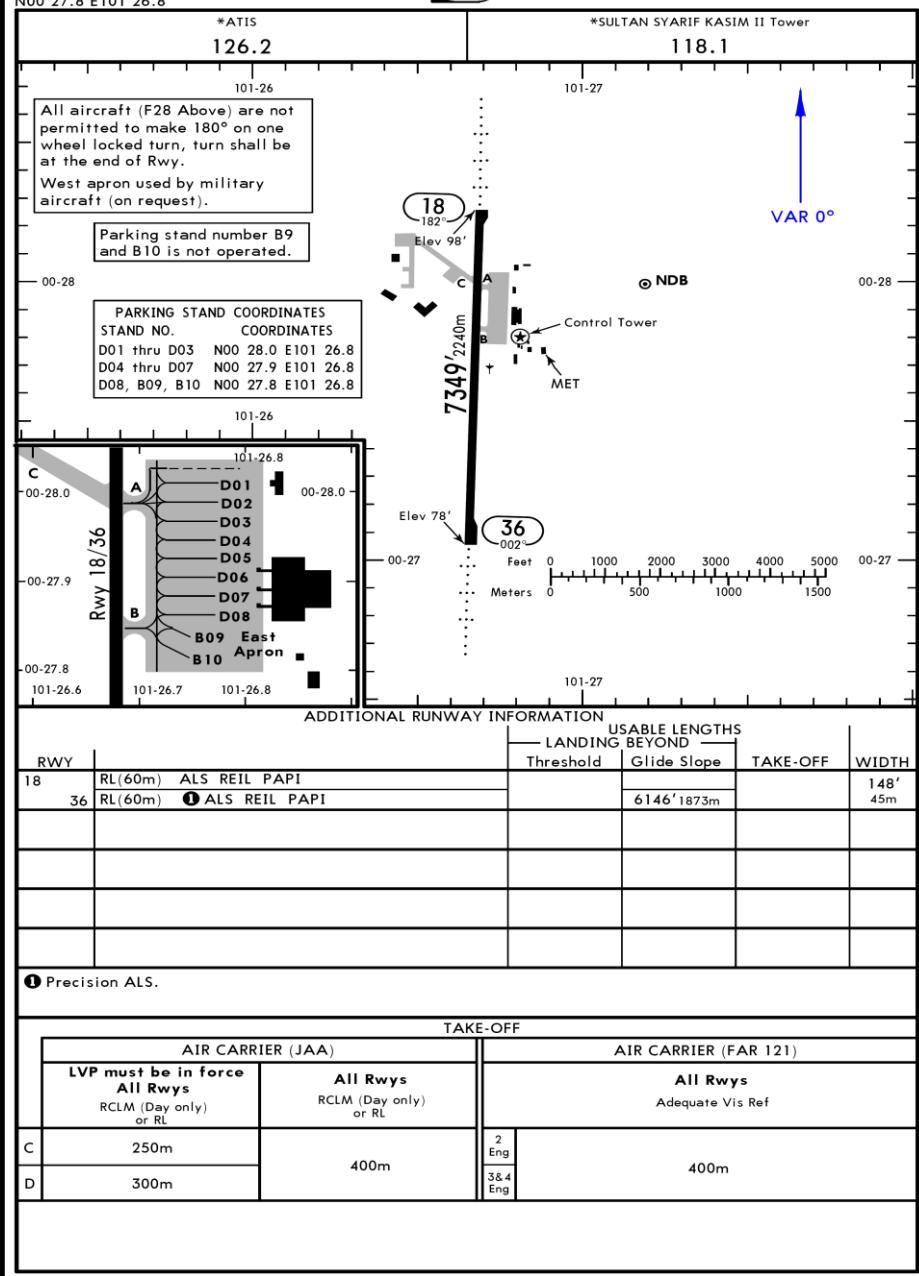
MISSSED APCH: Climb STRAIGHT AHEAD to 2500' and return to NW NDB or as instructed by ATC

WIBB/PKU
Apt Elev 104'
N00 27.8 E101 26.8



JEPPESSEN
20 APR 18 [10-9]

PEKANBARU, INDONESIA
SULTAN SYARIF KASIM II



LANDING CHART

PUSHBACK AND START UP PROCEDURES

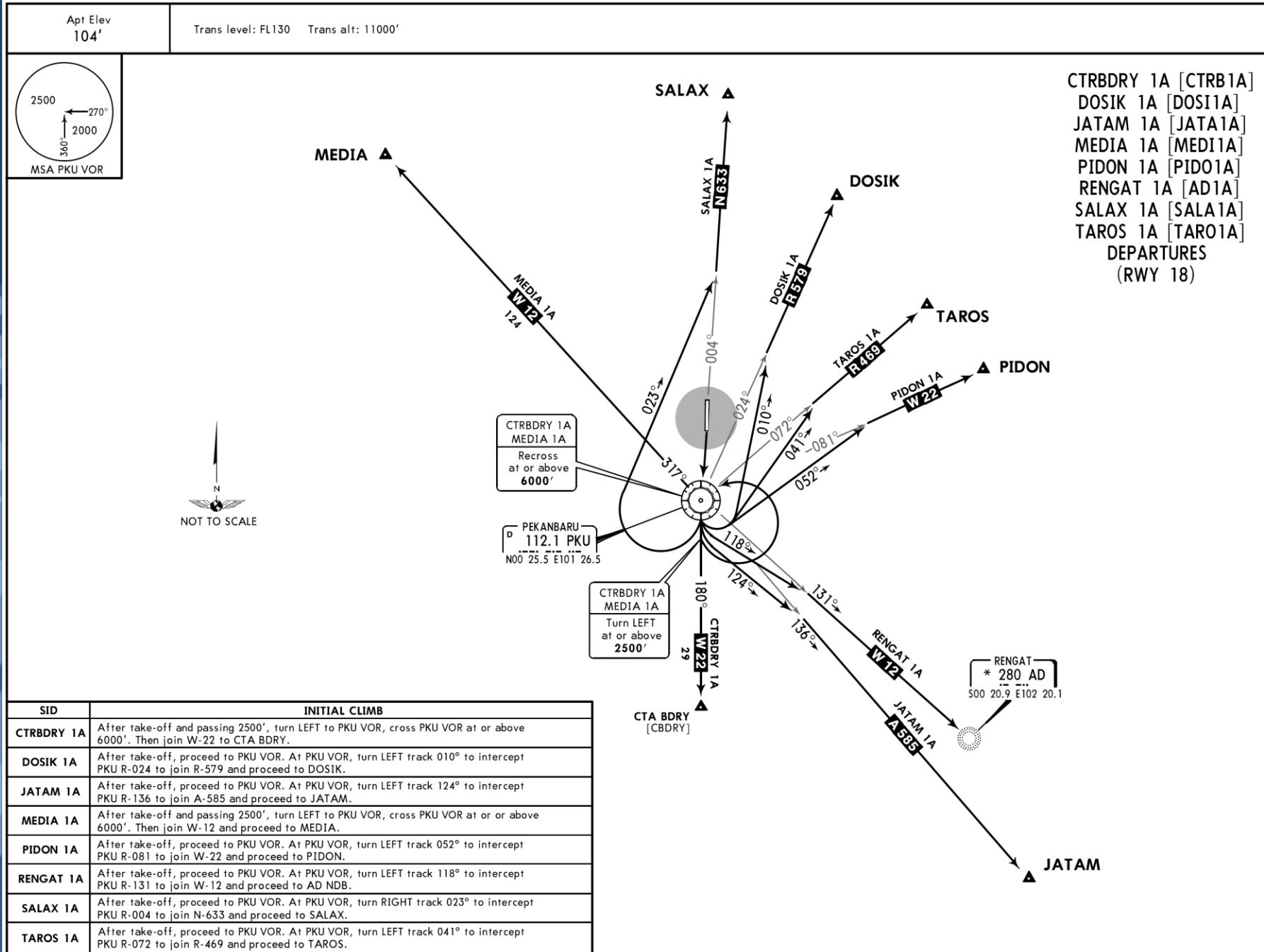
- a. Ground crew must ensure that the area behind an aircraft is clear of vehicles, equipment and other obstruction before start-up or pushback of aircraft commence.
- b. When the pilot is ready to pushback and start-up. The pilot shall seek confirmation from the ground crew and there is no hazard to this aircraft starting up. The pilot shall notify to Tower Controller that the aircraft is ready for pushback. On being told by SYARIF 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 the parking stand D01 and D02 shall pushback heading to the North (except aircraft with type F50 and similar may pushback heading to the South) and start-up can be given simultaneously with pushback.
- d. Aircraft on the parking stand D04, D05 and D06 pushback normally (heading to the North or South) and start-up can be given simultaneously with pushback.
- e. Aircraft on the parking stand number D08 pushback normally (heading to the north and south) and aircraft can pushback simultaneously with start up engine, except there is another aircraft stand on out of security line at the south apron, shall pushback heading to the south.
- f. Aircraft on the parking stand number D03 pushback normally (heading to the North or South), except when there is another aircraft stand on out of security line at the North Apron, shall pushback heading to the North.
- g. Aircraft on the parking stand D07 pushback normally (heading to the North or South), except when there is another aircraft stand on out of security line at the South Apron, shall pushback heading to the South.
- h. Aircraft can pushback simultaneously with separation 3 parking stands with the same heading direction.
- i. Aircraft not permitted pushback for opposite direction, except when the taxiway position is between both of the aircraft and will taxi out use the same taxiway.
- j. If there is instruction from the Tower Controller to hold on the taxiway Alpha or Bravo, the aircraft shall hold on holding point and must keep heading North or South.
- k. The taxi procedure shall appropriate with Tower Controller instruction and follow the guidelines until the holding point at taxiway Alpha or Bravo.

Notes : Fokker 28 and above make 180 deg turn at the end of the runway.



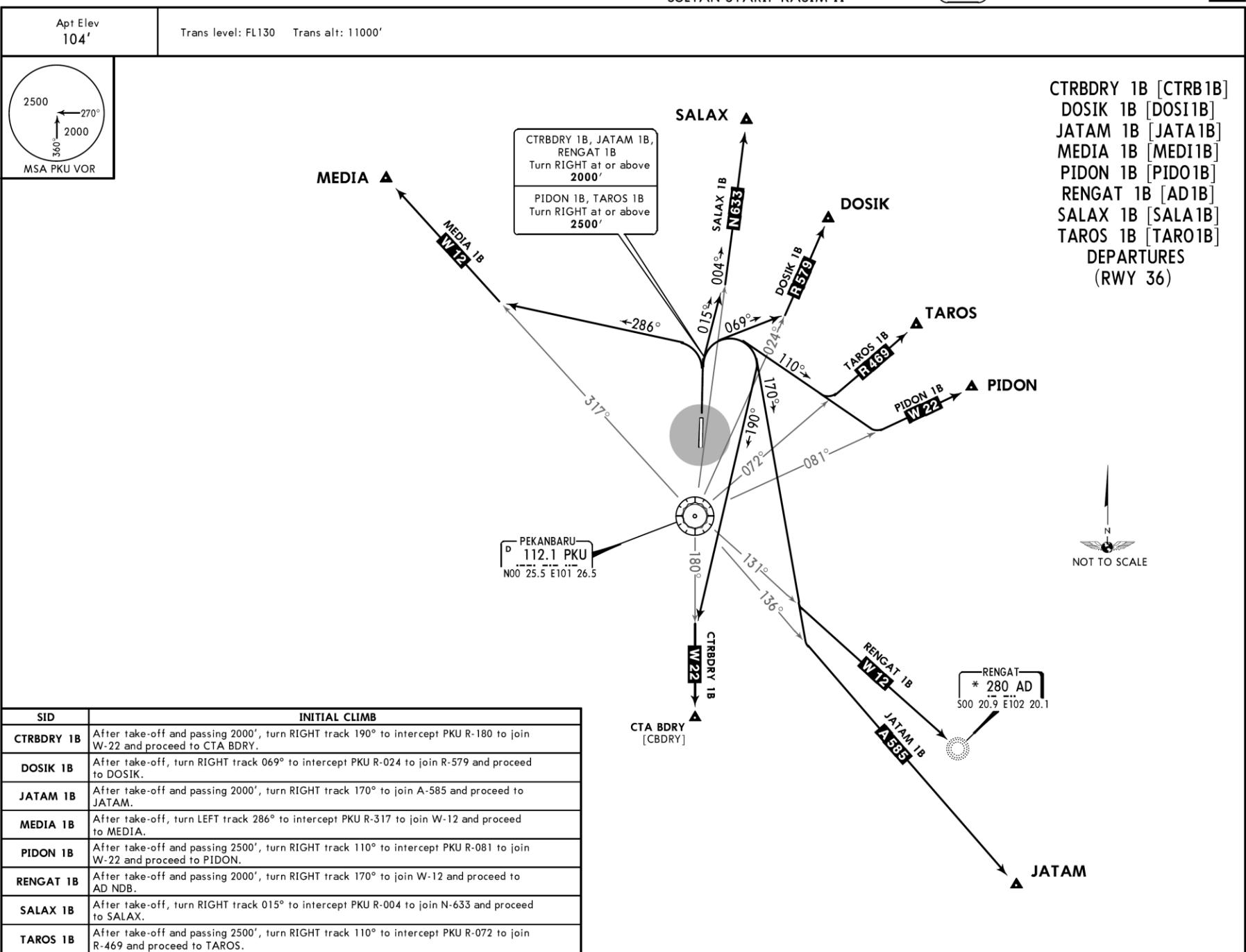
FLIGHT PLAN ROUTES





Apt Elev
104'

Trans level: FL130 Trans alt: 11000'



SID	INITIAL CLIMB
CTRBDRY 1B	After take-off and passing 2000', turn RIGHT track 190° to intercept PKU R-180 to join W-22 and proceed to CTA BDRY.
DOSIK 1B	After take-off, turn RIGHT track 069° to intercept PKU R-024 to join R-579 and proceed to DOSIK.
JATAM 1B	After take-off and passing 2000', turn RIGHT track 170° to join A-585 and proceed to JATAM.
MEDIA 1B	After take-off, turn LEFT track 286° to intercept PKU R-317 to join W-12 and proceed to MEDIA.
PIDON 1B	After take-off and passing 2500', turn RIGHT track 110° to intercept PKU R-081 to join W-22 and proceed to PIDON.
RENGAT 1B	After take-off and passing 2000', turn RIGHT track 170° to join W-12 and proceed to AD NDB.
SALAX 1B	After take-off, turn RIGHT track 015° to intercept PKU R-004 to join N-633 and proceed to SALAX.
TAROS 1B	After take-off and passing 2500', turn RIGHT track 110° to intercept PKU R-072 to join R-469 and proceed to TAROS.

ARRIVING FROM JATAM



Forward view on ILS track RWY.36

ARRIVING FROM JATAM

SULTAN SYARIF KASIM II Aerodrome



ARRIVING FROM JATAM



Left view on the glide slope RWY.36

APPROACH RWY 36

RWY 18

RWY 36

ILS/DME Approach ONLY RWY.36

VOR/DME and NDB Approach for both RWY'S

APPROACH RWY 36

RWY 18
|
RWY 36

On long final RWY.36

APPROACH RWY 36



APPROACH RWY 36



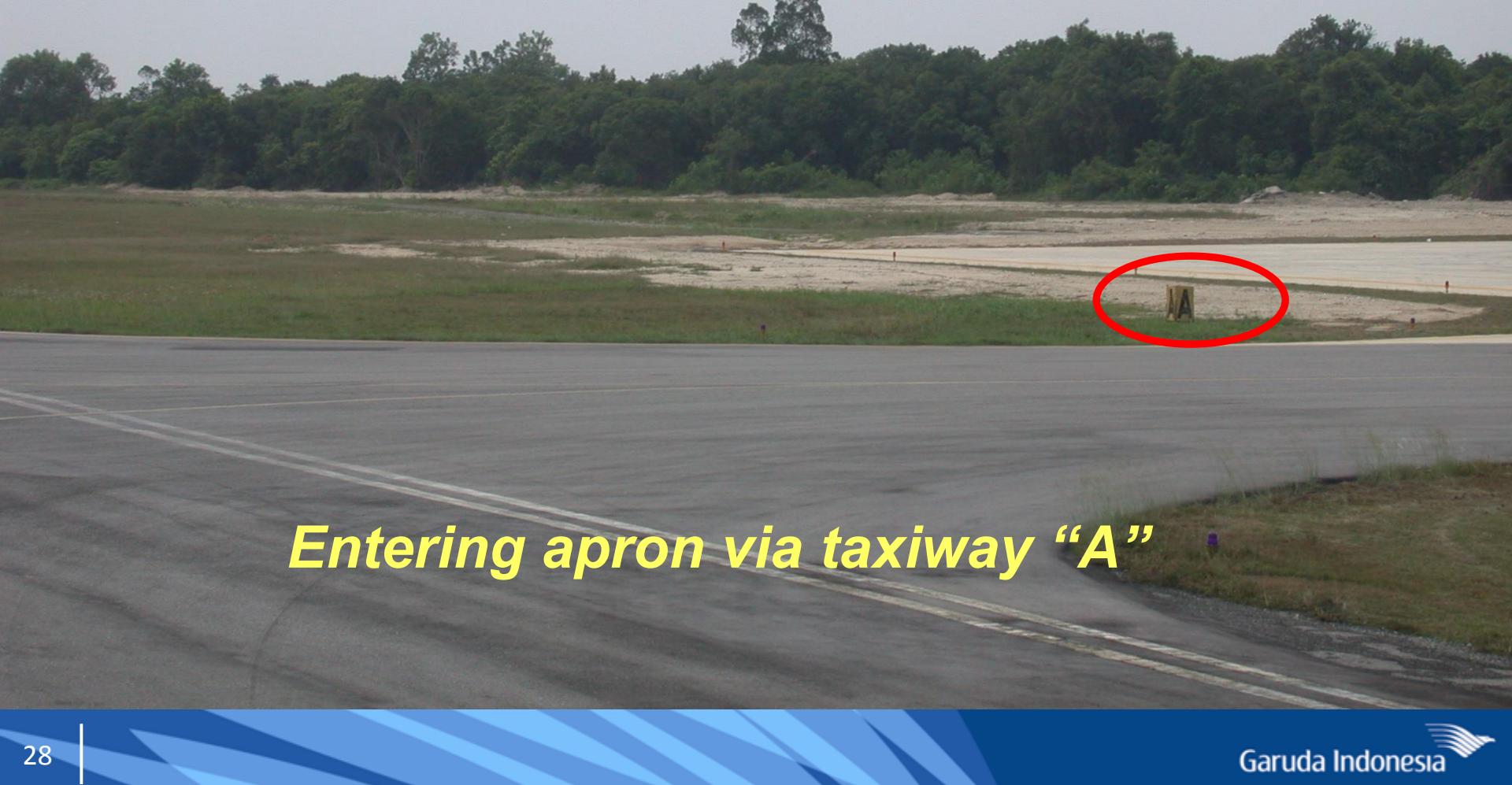
Short final RWY 36



APPROACH RWY 36



TAXI



Entering apron via taxiway “A”

PARKING



***PAY ATTENTION to the wing tips during
taxi in maneuverings***

PARKING



***PAY ATTENTION to the wing tips during
taxi in maneuverings***

PARKING



*Syarif Kasim Tower
118.10*

Taxi in to Bay 1 follow Yellow solid line

PARKING



*Parallel parking by marshaler.
Push back NOT REQUIRED.
PAY ATTENTION to the wing tips during
taxi out maneuverings*

PARKING



PARKING

Taxiway "B"

Taxiway
"C"





Passengers Terminal Building



VIP Terminal Building

ALTERNATE

Destination	Alternate	Loc.		B737 classic	B737 NG	TT	NM	Operation Hours
Pekanbaru WIBB / PKU	Padang	WIPT	PDG	+	+	223	115	0000 – 1400
	Batam	WIDD	BTH	+	+	076	165	0000 – 1500
	Medan	WIMM	MES	+	+	317	258	
	Kuala Lumpur	WMKK	KUL	+	+	006	137	
	Singapore	WSSS	SIN	+	+	070	205	
	Palembang	WIPP	PLM	+	+	135	282	2300 – 1400

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.

**HAVE A NICE FLIGHT
TO
PEKANBARU**