



BANDA ACEH (INDONESIA)

SULTAN ISKANDAR MUDA AIRPORT (WITT/BTJ)

DESEMBER 2016

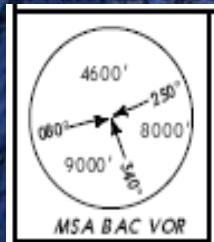


**Location of Banda Aceh at northern tip of Sumatera island and Airport
location 6 NM South East of the city of BANDA ACEH**



Location of Aerodrome, Overview

BAC342
Point of Arrival: WITT



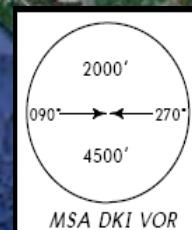
BAC
BAC
JILAT
MDN

PKU
JATAM

PLB
DOMIL

BTJ
CKG
SIKAD CR

Point of Departure: WIII



Enroute: WIII To WITT (CGK-BTJ), Dist: 1033 NM

Loc MORA: JATAM 10300 ft, PKU 14600 ft, MDN 10300 ft, JILAT 13900 ft





RUNWAY/ AIRPORT SULTAN ISKANDAR MUDA

ARP Coordinates and Site at AD	: 05 31 01 N, 095 25 12 E
Operation Hours	: 00.00 – 11.00
Time Conversion	: UTC + 7
Magnetic Variation	: 1° W
AD Elevation	: 65 FT
Dimension	: 3000 X 45M
Runway Designation	: RWY 17/ 35
Surface	: Asphalt Concrete
Pavement Strength	: 88FCWT
Visual Approach Slope Indicator Systems	: PAPI
Rescue and Firefighting Services CAT	: CAT VII

NAVIGATION & COMMUNICATION

VOR/ DME	: 113.4 MHz/ CH-81X “BAC”
ILS/ LLZ	: 111.3 MHz “IBAC”
NDB	: 330 KHz “NZ”
GP	: 332.2 MHz
MM	: 75 MHz

TWR	: 122.2 MHz “Sultan Tower”
APP	: 120.2 MHz “Aceh Approach”
SSB	: 6589 KHz “Banda Aceh Radio” 8070KHz

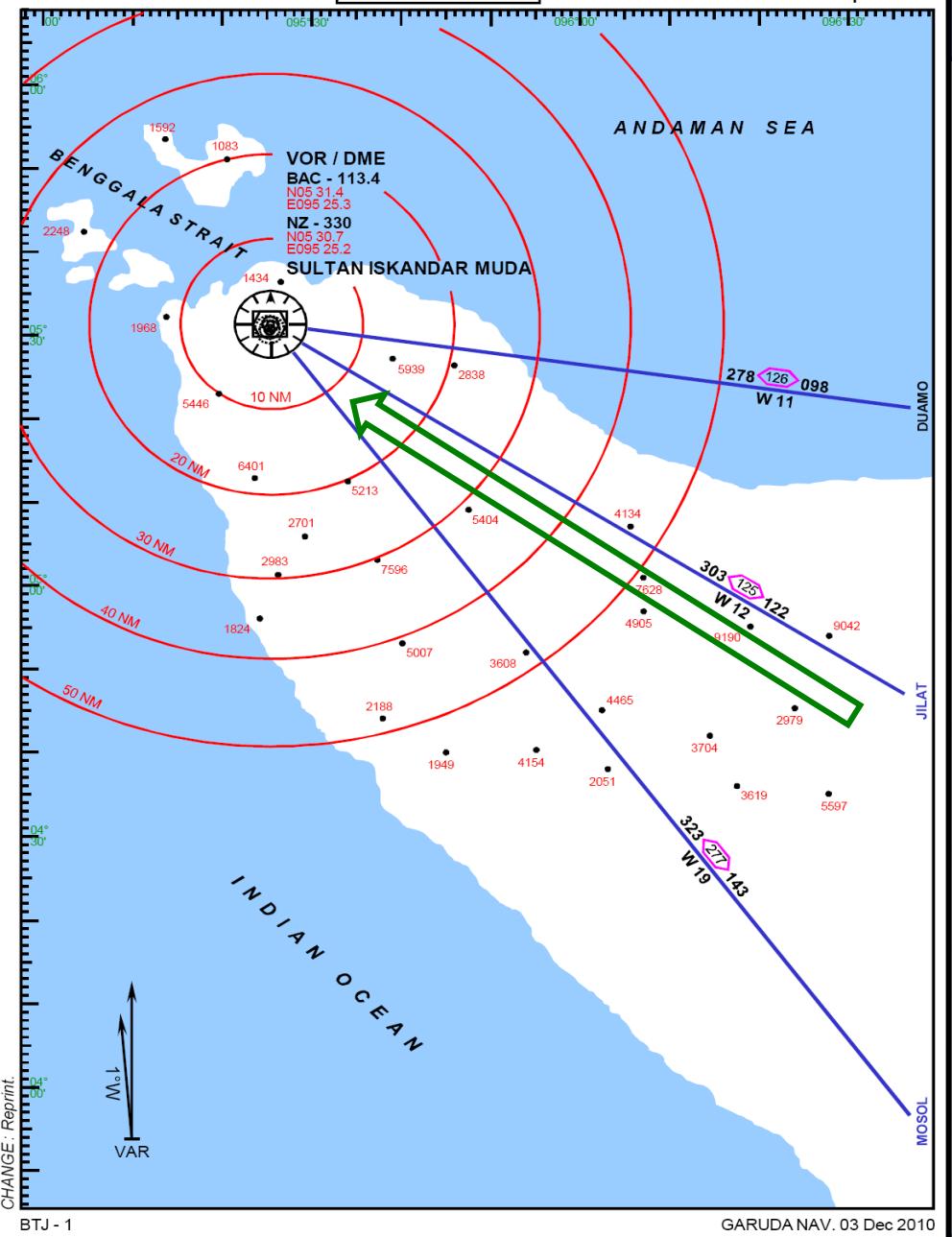
ADDITIONAL INFORMATION/ REMARKS

- To avoid jet blast all engines ACFT are to be parked at Eastern apron and nose directed to the North, South or West and shall not turn at nearly terminal building.
- To avoid damage of apron and RWY all ACFT refueling and taxiing shall not spoil fuel at apron and RWY.
- To avoid damage at apron, taxiway and runway all ACFT taxiing shall not make one wheel locked turn on that area.
- Antenna height 72M erected on Coordinate: 05 30 36N, 095 23 14E (right down wind RWY 17).
- Satelindo antenna erected PSN West of AD, distance 700m from RWY 35, height 40M.
- ACFT heavier than F-28 are requested turn on turning area.

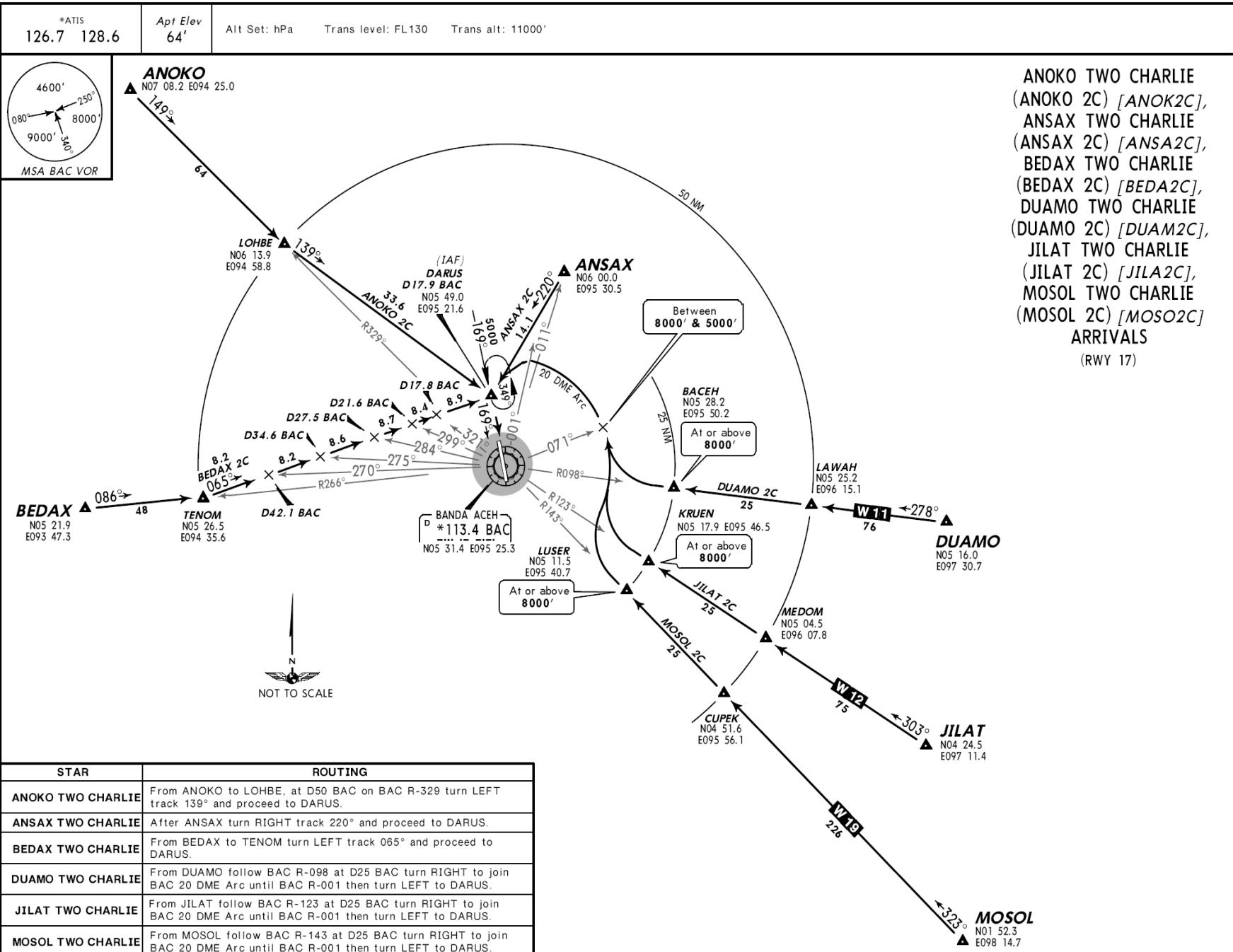
TERMINAL AREA CHART

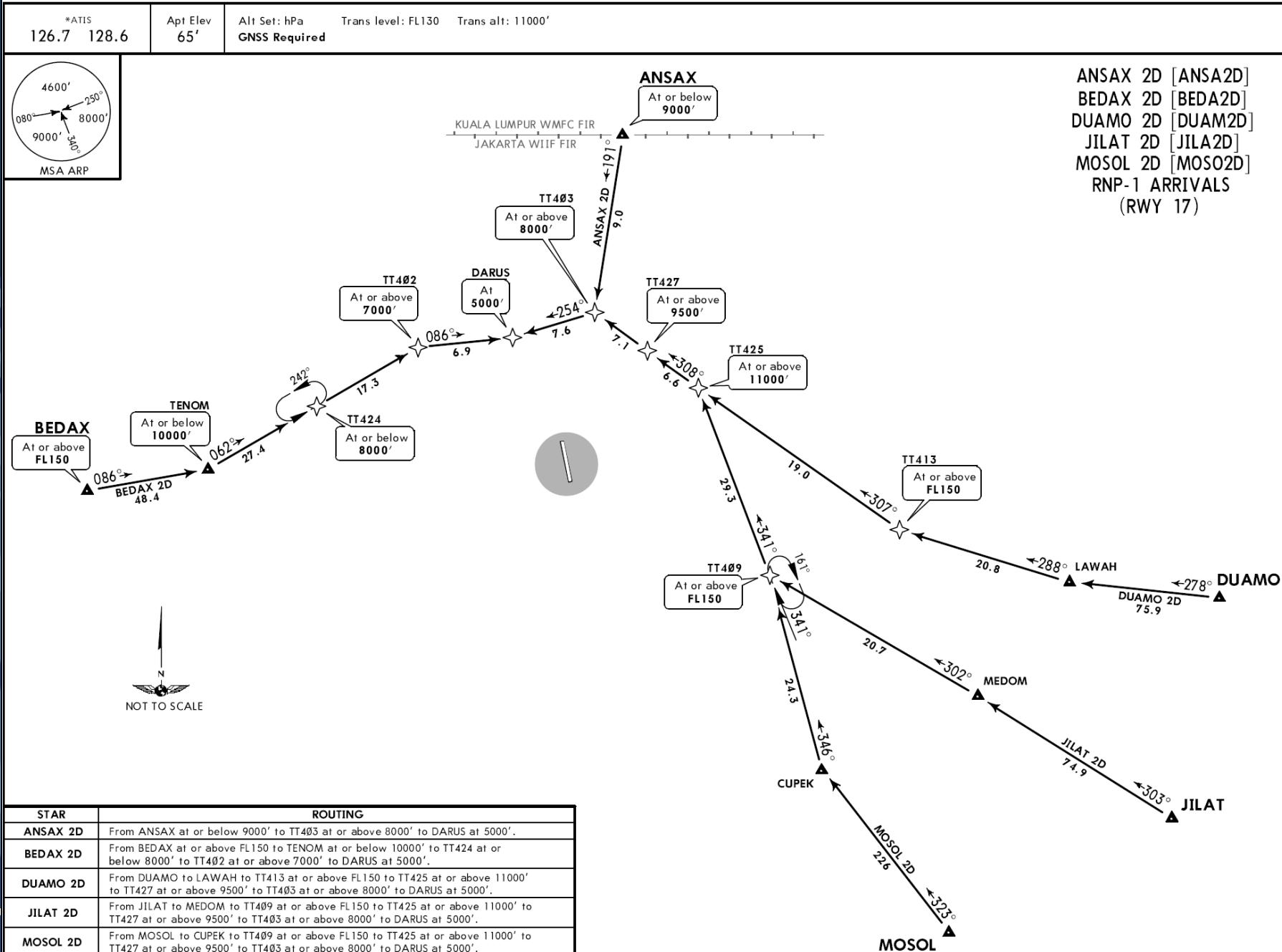
Trans. Level : FL 130
Trans. Alt : 11000 QNH

BANDA ACEH, INDONESIA
Sultan Iskandar Muda Apt / WITT



TERMINAL CHART







WITT/BTJ
SULTAN ISKANDAR MUDA

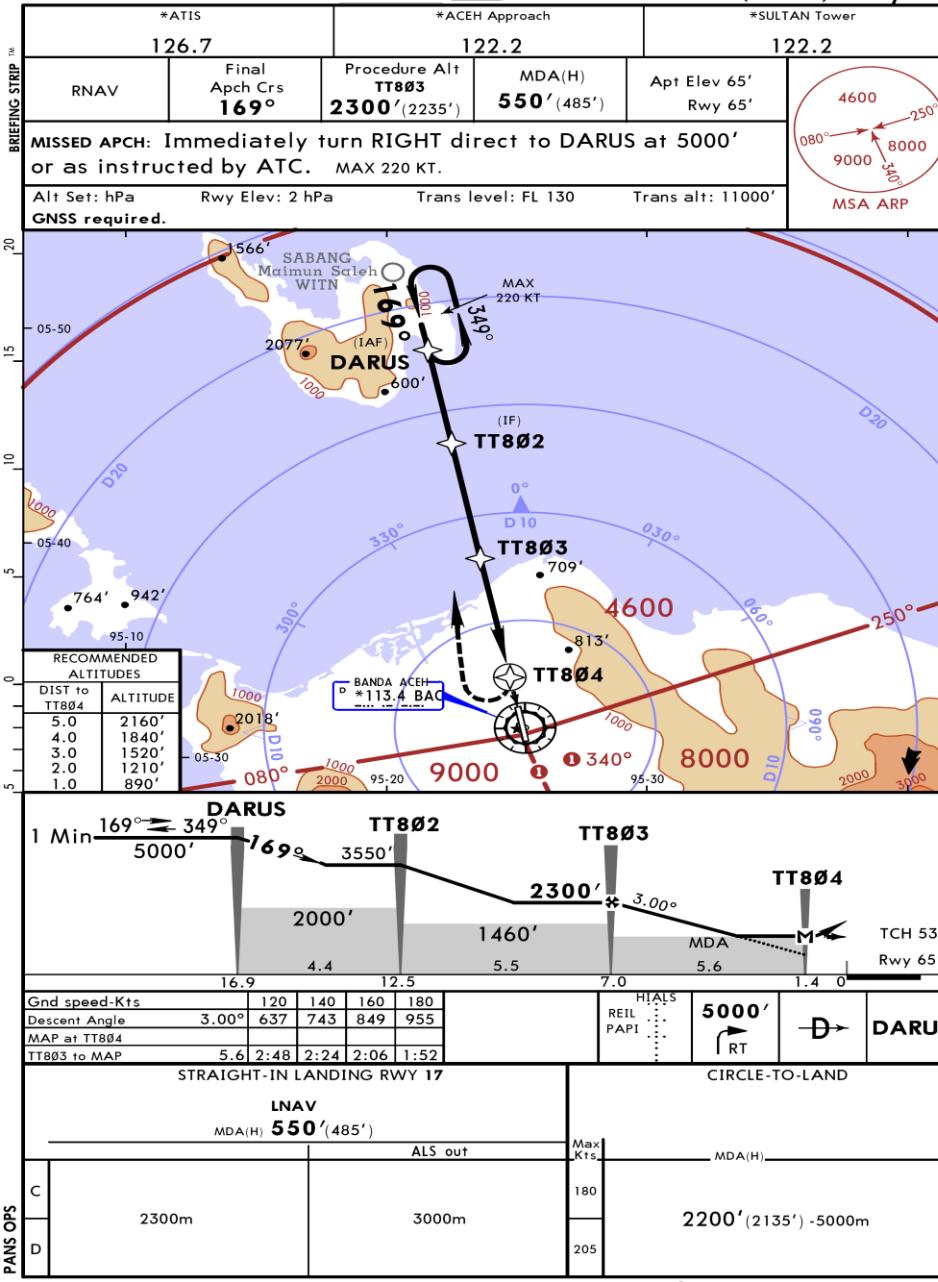
JEPPESEN BANDA ACEH, INDONESIA
8 APR 16 (11-2) CAT C & D ILS Rwy 17



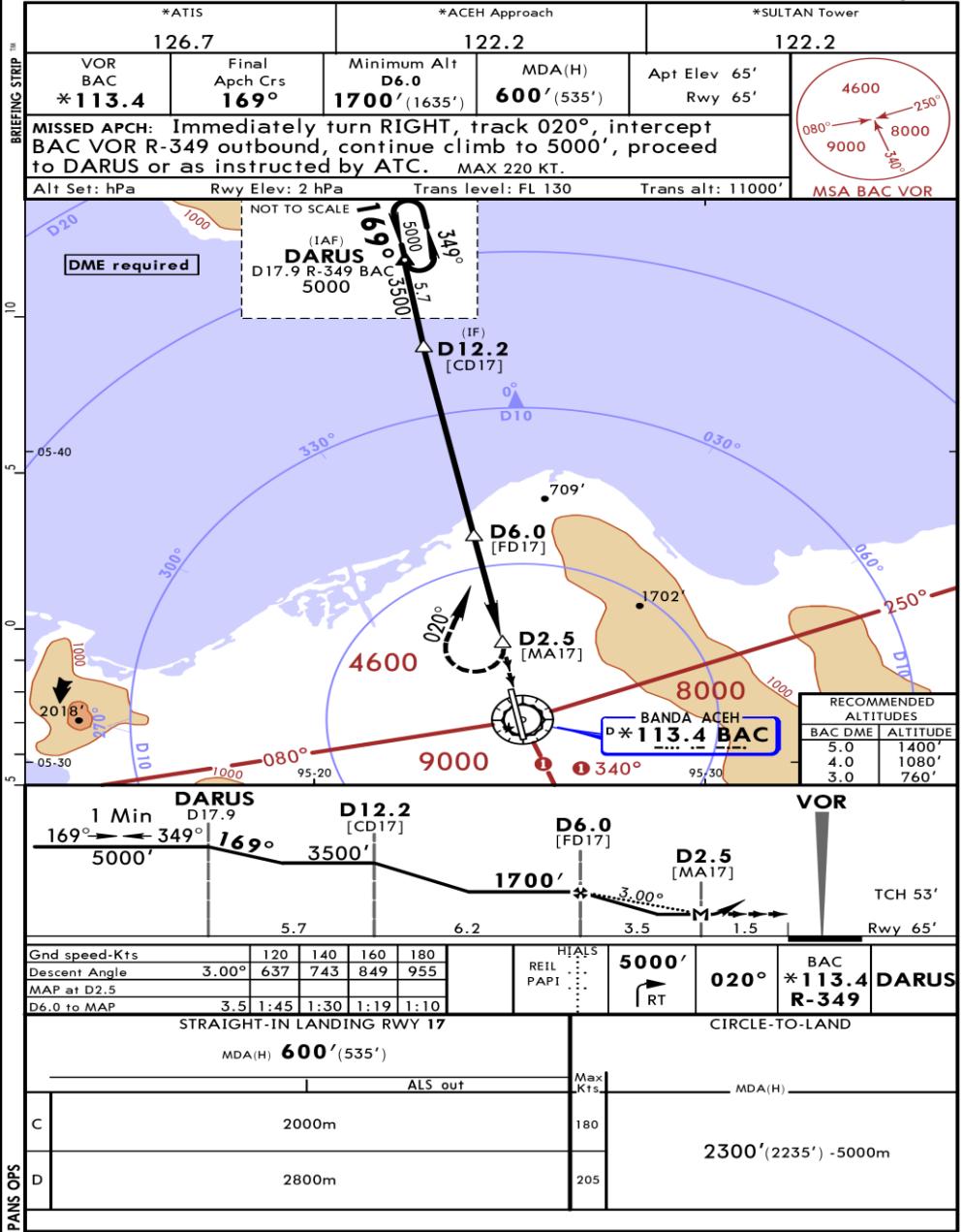
ILS RWY 17

MISSED APCH : Immediately turn RIGHT, track 020°, intercept BAC VOR R-349 outbound, continue to 5000 ft, proceed to DARUS or as instructed by ATC.

MAX speed 220 kts



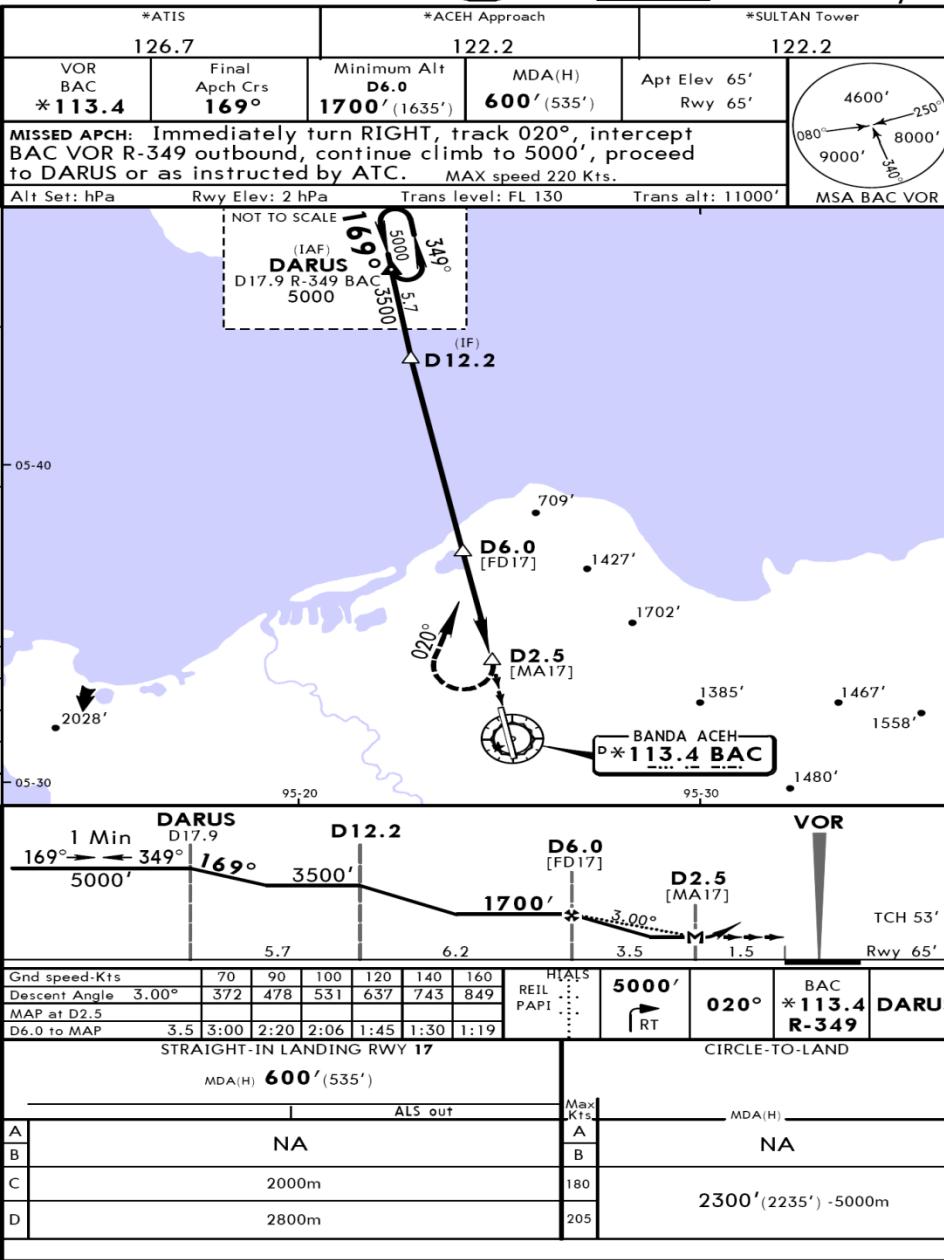
VOR DME RWY 17



WITT/BTJ
SULTAN ISKANDAR MUDA

JEPPESEN
8 APR 16 (13-2)

BANDA ACEH, INDONESIA
CAT C & D VOR DME Rwy 17



VOR DME RWY 17

MISSED APCH : Immediately turn RIGHT, track 020° intercept BAC VOR R-349 outbound, continue to 5000 ft, proceed to DARUS or as instructed by ATC.

MAX speed 220 kts

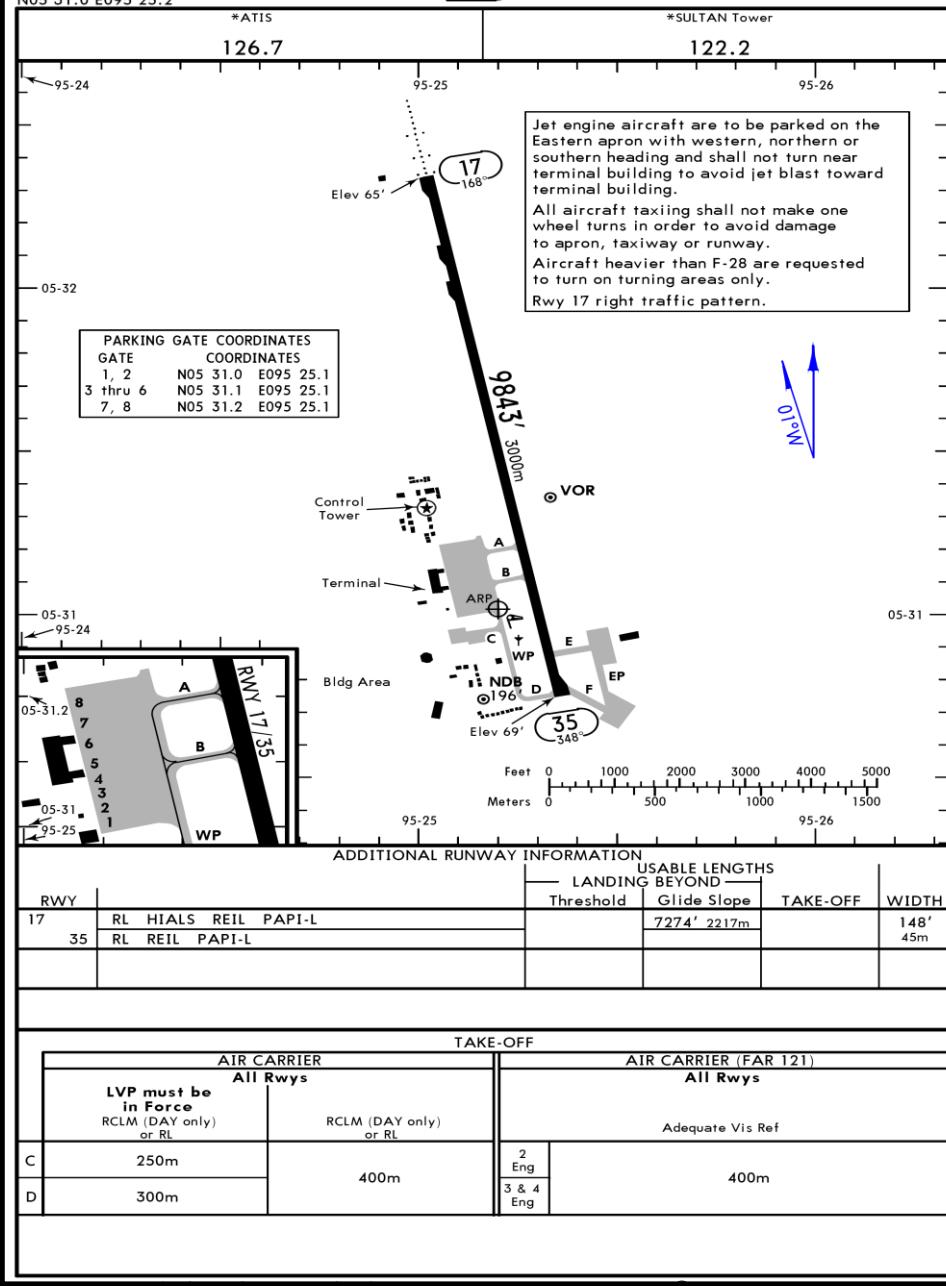
WITT/BTJ
Apt Elev 65'
N05 31.0 E095 25.2



1 JUN 18 10-9

JEPPESEN

BANDA ACEH, INDONESIA
SULTAN ISKANDAR MUDA



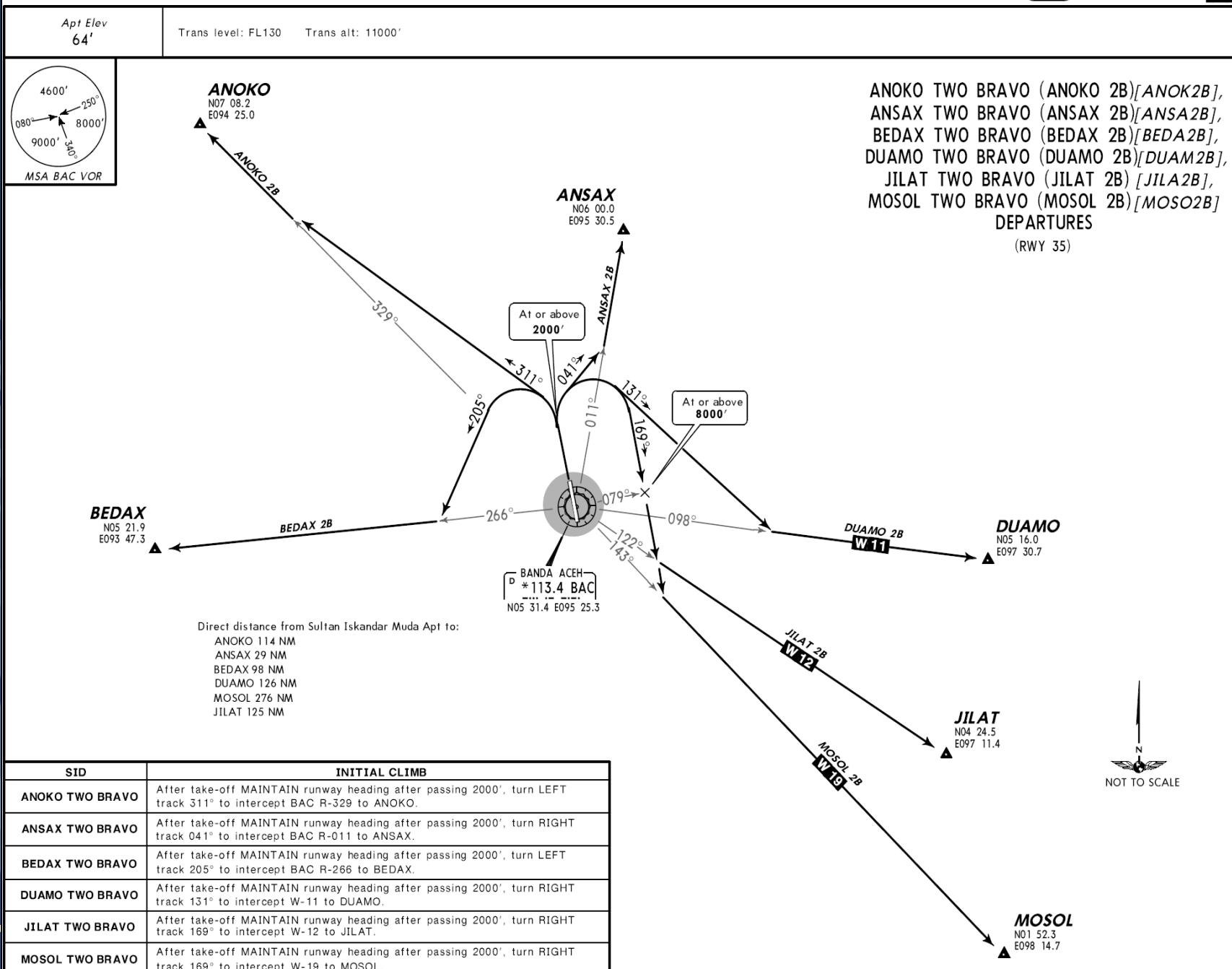
LANDING CHART

Flight Plan



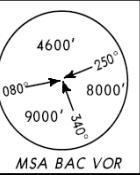


OVERVIEW

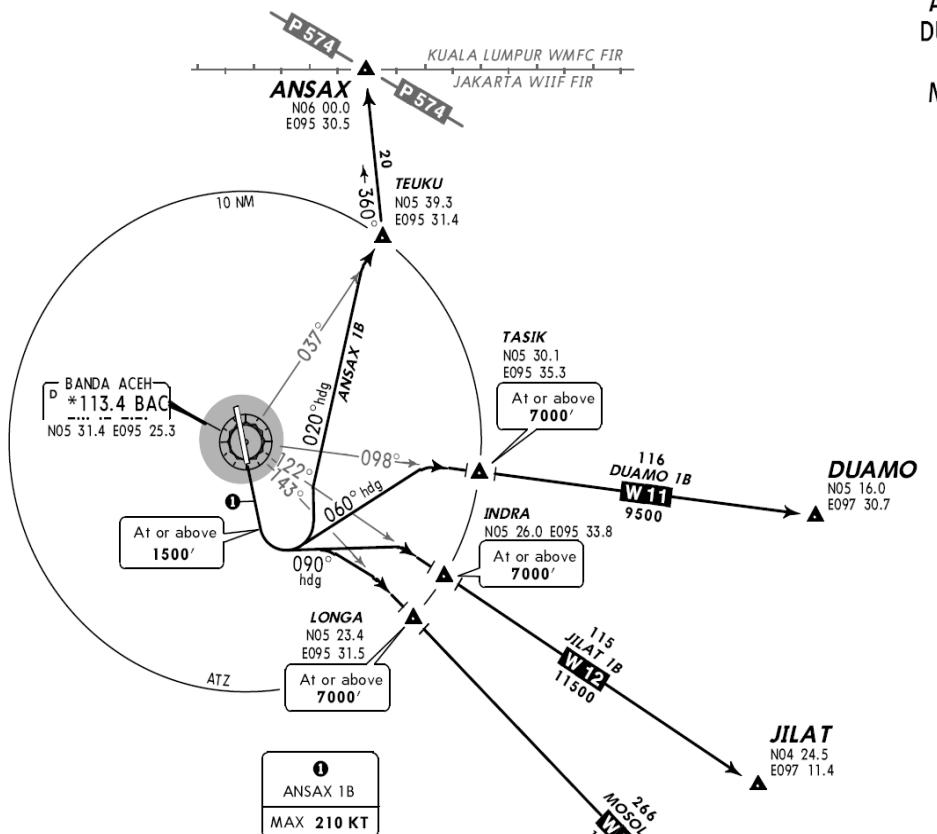


Apt Elev
64'

Trans level: FL130 Trans alt: 11000'



N
WINGED FOOT
NOT TO SCALE



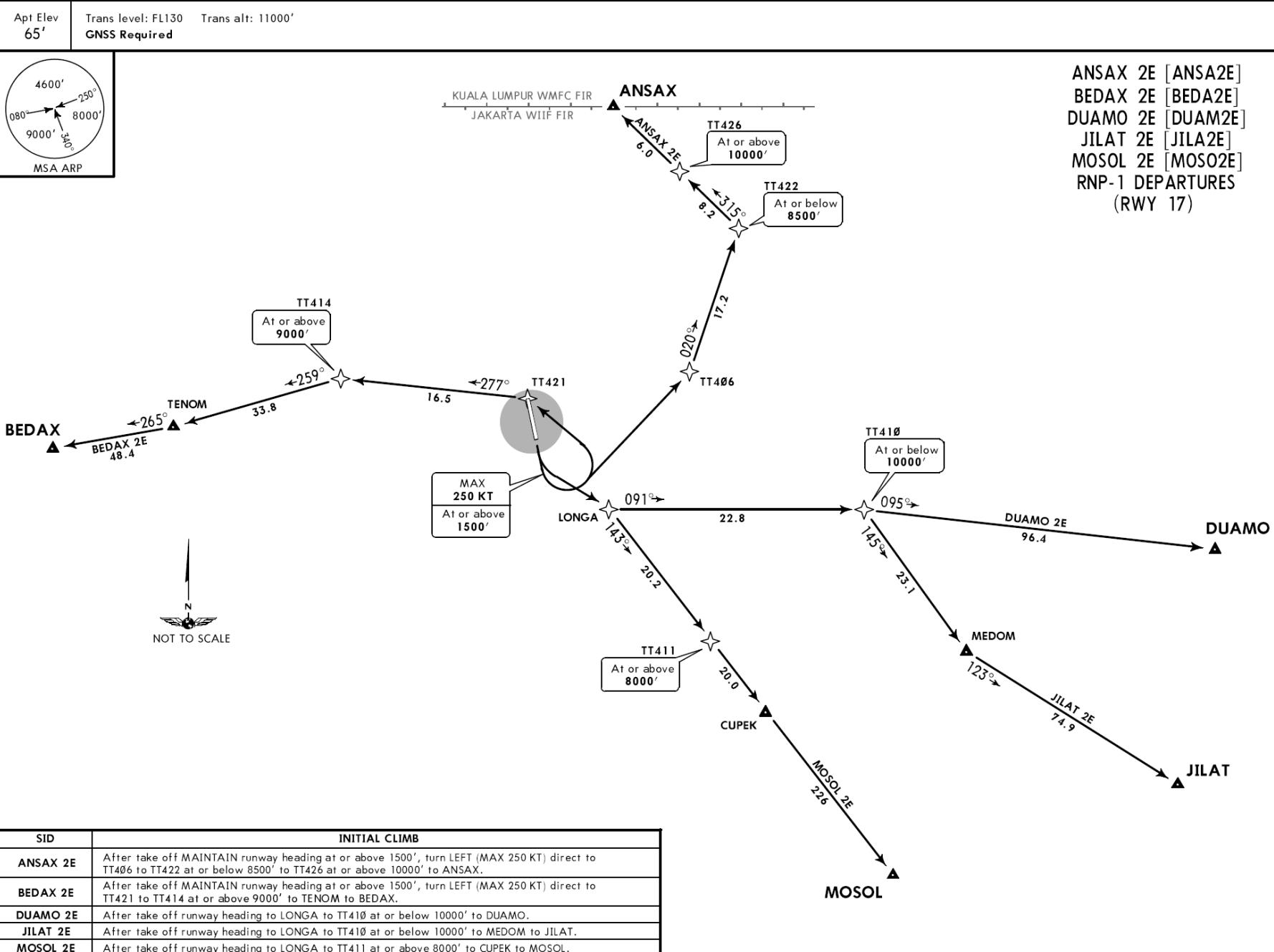
ANSAX ONE BRAVO (ANSAX 1B) [ANSA1B],
DUAMO ONE BRAVO (DUAMO 1B) [DUAM1B],
JILAT ONE BRAVO (JILAT 1B) [JILA1B],
MOSOL ONE BRAVO (MOSOL 1B) [MOSO1B]
DEPARTURES
(RWY 17)

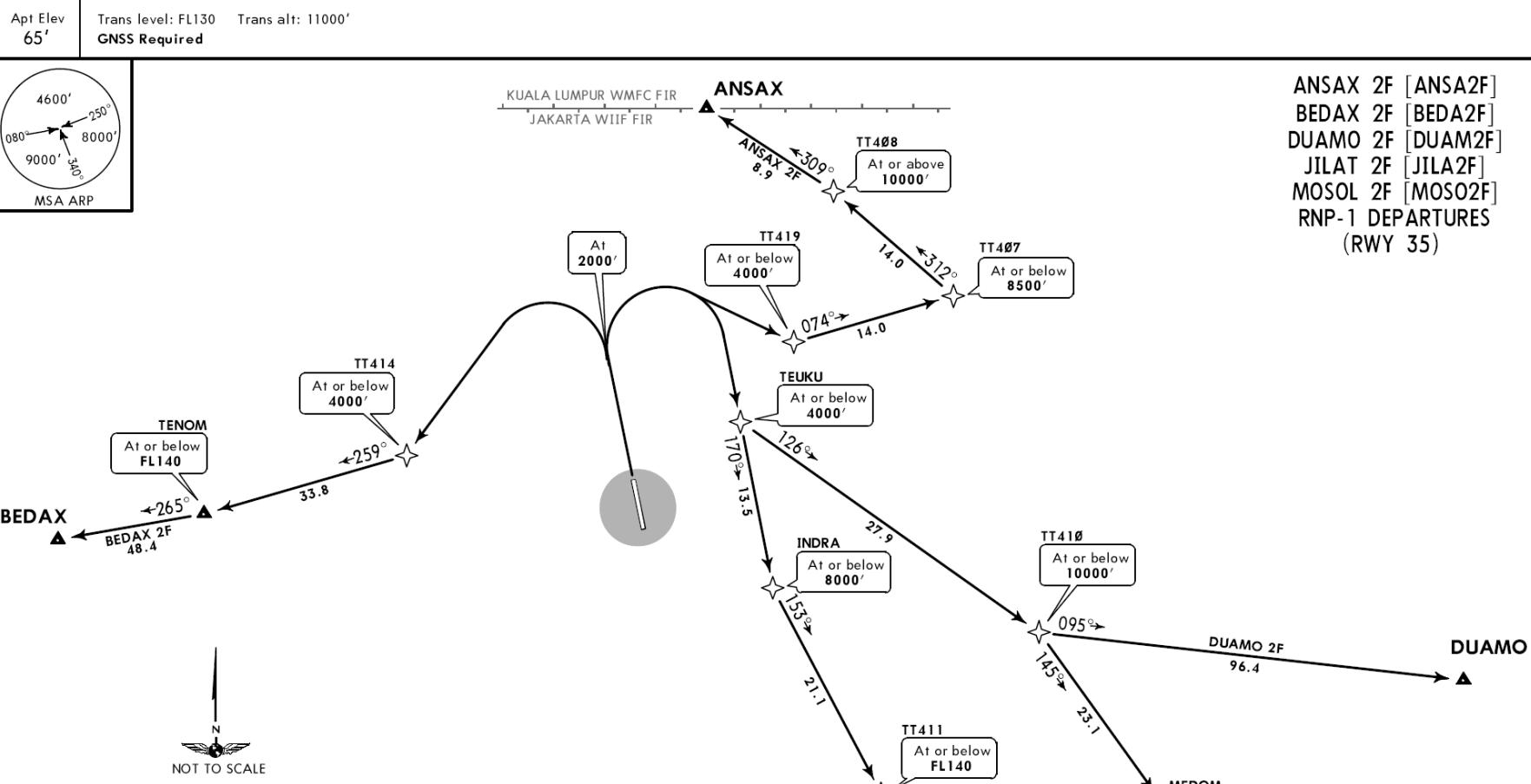
Direct distance from Sultan Iskandar Muda Apt to:
INDRA 10 NM
LONGA 10 NM
TASIK 10 NM
TEUKU 10 NM

SID	INITIAL CLIMB
ANSAX ONE BRAVO	After take-off MAINTAIN runway heading, at 1500' turn LEFT heading 020°, intercept BAC R-037, proceed to TEUKU then to ANSAX, join P-574. MAX 210 KT
DUAMO ONE BRAVO	After take-off MAINTAIN runway heading, expedite to 1500' then turn LEFT heading 060°, intercept BAC R-098 or W-11. Proceed to DUAMO, cross 7000' or above, at or before TASIK.
JILAT ONE BRAVO	After take-off MAINTAIN runway heading, expedite to 1500' then turn LEFT heading 090°, intercept BAC R-122 or W-12. Proceed to JILAT, cross 7000' or above, at or before INDRA.
MOSOL ONE BRAVO	After take-off MAINTAIN runway heading, expedite to 1500' then turn LEFT heading 090°, intercept BAC R-143 or W-19. Proceed to MOSOL, cross 7000' or above, at or before LONGA.

These SIDS require minimum climb gradients:
ANSAX 1B, DUAMO 1B: 8.2%
JILAT 1B, MOSOL 1B: 8.0%

Gnd speed-KT	75	100	150	200	250	300
8.0% V/V (fpm)	608	810	1215	1620	2025	2430
8.2% V/V (fpm)	623	830	1246	1661	2076	2491





SID	INITIAL CLIMB
ANSAX 2F	After take off MAINTAIN runway heading until passing 2000', turn RIGHT direct to TT419 at or below 4000' to TT407 at or below 8500' to TT408 at or above 10000' to ANSAX.
BEDAX 2F	After take off MAINTAIN runway heading until passing 2000', turn LEFT direct to TT414 at or below 4000' to TENOM at or below FL140 to BEDAX.
DUAMO 2F	After take off MAINTAIN runway heading until passing 2000', turn RIGHT direct to TEUKU at or below 4000' to TT410 at or below 10000' to DUAMO.
JILAT 2F	After take off MAINTAIN runway heading until passing 2000', turn RIGHT direct to TEUKU at or below 4000' to TT410 at or below 10000' to MEDOM to JILAT.
MOSOL 2F	After take off MAINTAIN runway heading until passing 2000', turn RIGHT direct to TEUKU at or below 4000' to INDRA at or below 8000' to TT411 at or below FL140 to CUPEK to MOSOL.

**LEFT VIEW, TRACK W12 APPROACH BTJ or 66 DME BAC
SEULAWAH MOUNTAIN 9200 ft**

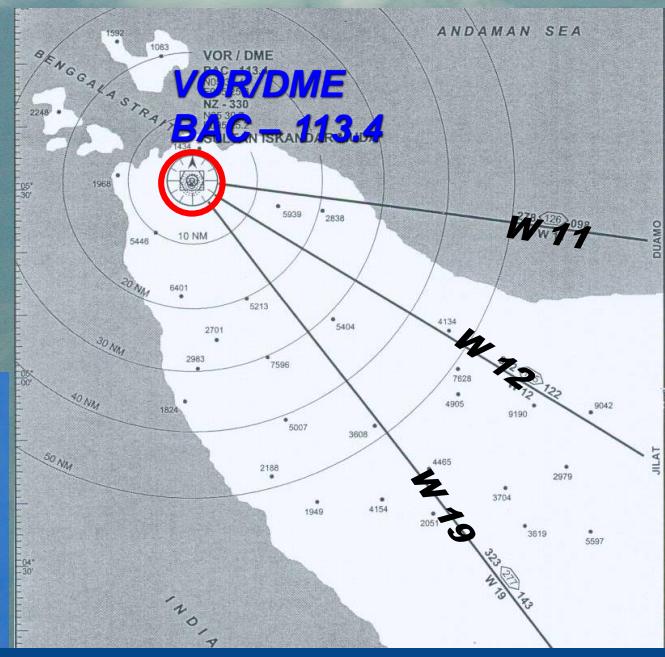


OBSTACLE 5939 ft (1782 m)

RIGHT VIEW OBSTACLE 5939 ft TRACK W12 APR BTJ or 14,6 DME BAC



Make HIGH LEVEL APP, from BAC VOR initial descend to MORA 14.500'.
After passing 25 DME BAC, continue descend to 10.000' and maintain until overhead BAC



Mountainous in the East area of airport



Mountainous in the East area of airport



**VOR / DME "BAC"
113.4**

ILS 12 NM



ILS APPROACH RWY 17



ILS APPROACH RWY 17



ILS SHORT FINAL RWY 17



FINAL RWY 17



To avoid damage at apron, taxiway and runway all ACFT
taxiing shall not make one wheel turn on that area

RWY 17 Slope Up 0.9%

Asphalt Concrete

Taxiway "A"





Entering “A” taxiway

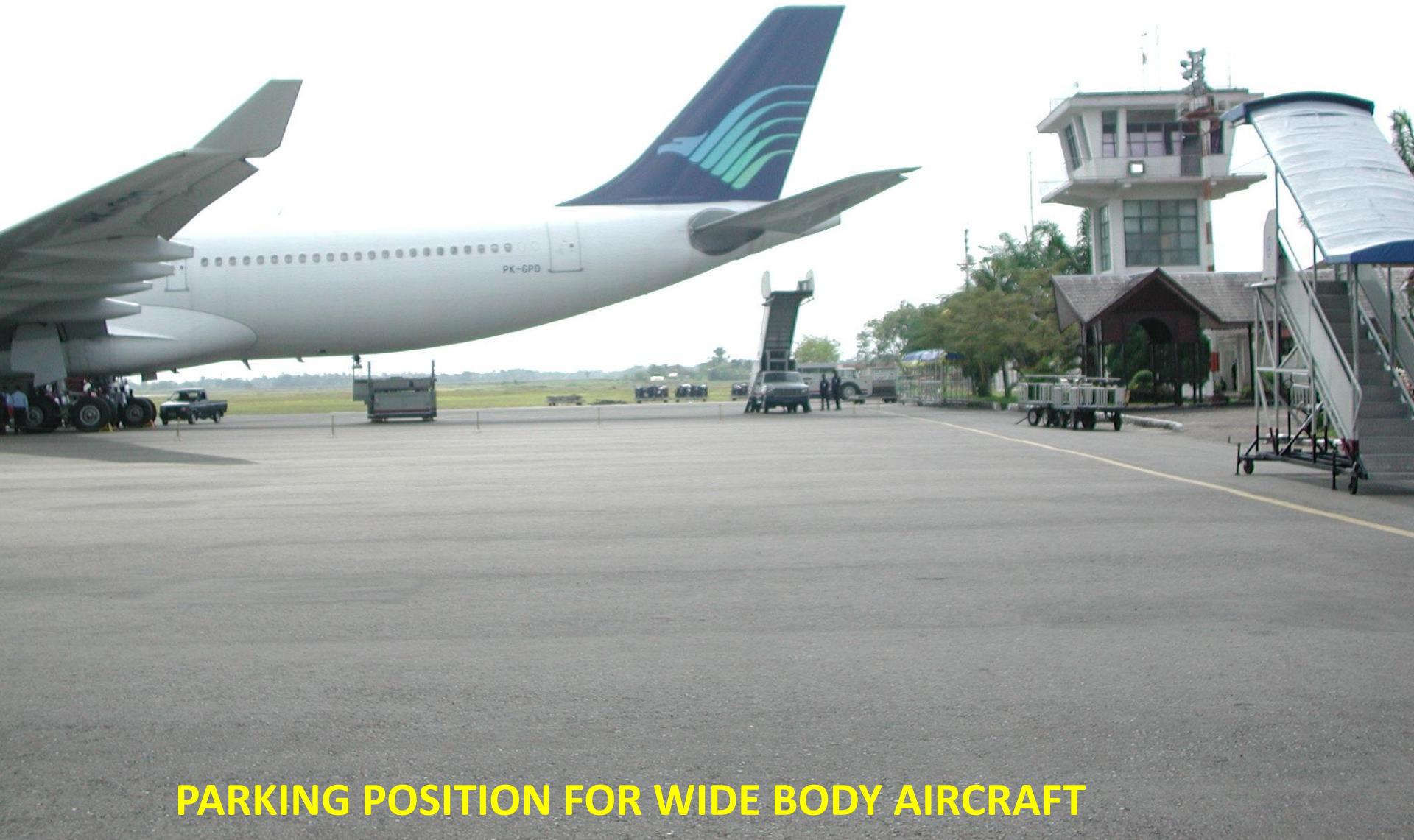


Parking guide by marshaller.



NEW TERMINAL AIRPORT

DEPARTURE



PARKING POSITION FOR WIDE BODY AIRCRAFT





For wide body aircraft :
**After landing A/C push back from end of runway
and parked nose out heading taxiway "A" for
self maneuvering**



Taxiing out to RWY 35 via taxiway "A"



Take Off position on RWY 35



RWY 35

RWY 17

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
BANDA ACEH**

