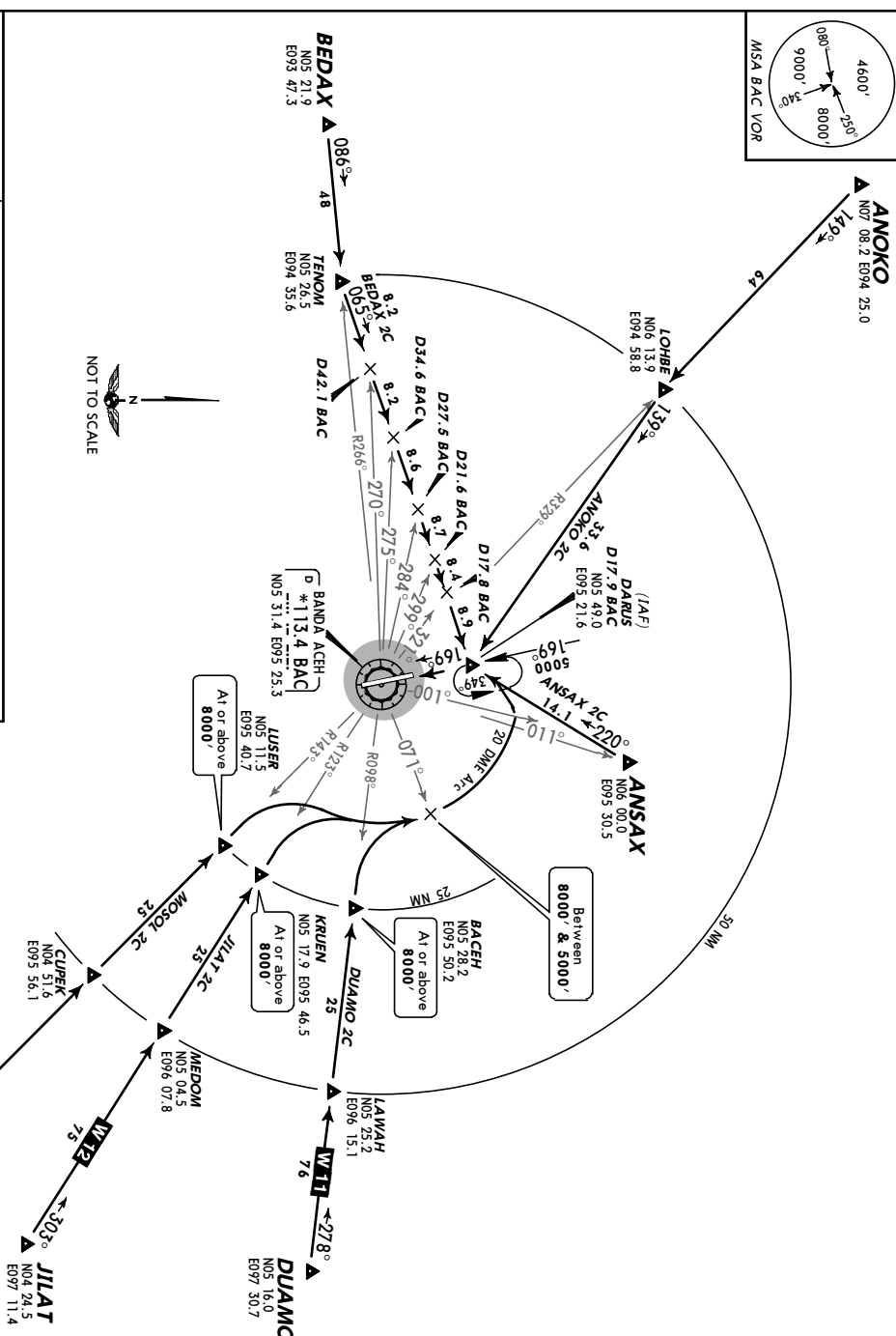
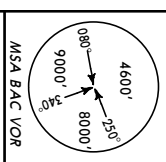


WITT/BTJ SULTAN ISKANDAR MUDA

*ATIS	Apt Elev	Alt Set: hPa	Trans level: FL130	Trans alt: 11000'
126.7	128.6	64'		



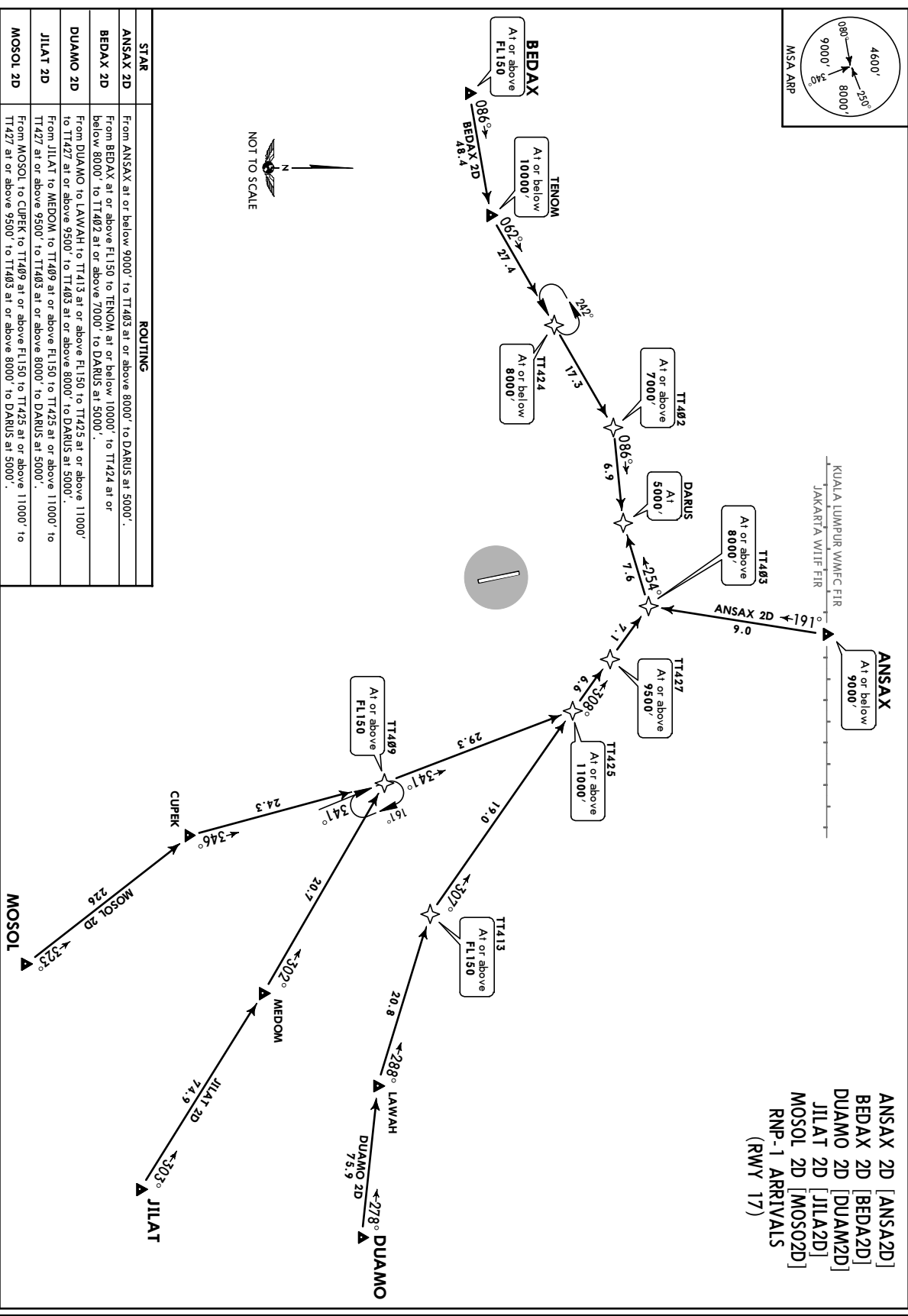
ANOKO TWO CHARLIE
(ANOKO 2C) [ANOK2C],
ANSAX TWO CHARLIE
(ANSAX 2C) [ANSAX2C],
BEDAX TWO CHARLIE
(BEDAX 2C) [BEDAX2C],
DUAMO TWO CHARLIE
(DUAMO 2C) [DUAM2C],
JILAT TWO CHARLIE
(JILAT 2C) [JILAT2C],
MOSOL TWO CHARLIE
(MOSOL 2C) [MOSO2C]
ARRIVALS
(RWY 17)

STAR	ROUTING
ANOKO TWO CHARLIE	From ANOKO to LOHBE, at D50 BAC on BAC R-329 turn LEFT track 139° and proceed to DARUS.
ANSAX TWO CHARLIE	After ANSAX turn RIGHT track 220° and proceed to DARUS.
BEDAX TWO CHARLIE	From BEDAX to TENOM turn LEFT track 065° and proceed to DARUS.
DUAMO TWO CHARLIE	From DUAMO follow BAC R-098 at D25 BAC turn RIGHT to join BAC 20 DME Arc until BAC R-001 then turn LEFT to DARUS.
JILAT TWO CHARLIE	From JILAT follow BAC R-125 at D25 BAC turn RIGHT to join BAC 20 DME Arc until BAC R-001 then turn LEFT to DARUS.
MOSOL TWO CHARLIE	From MOSOL follow BAC R-143 at D25 BAC turn RIGHT to join BAC 20 DME Arc until BAC R-001 then turn LEFT to DARUS.

CHANGES: None.

JEPPISEN
BANDA ACEH,
INDONESIA
30 DEC 16 (10-2A) **ET 5 Jan** **RNAV STAR**

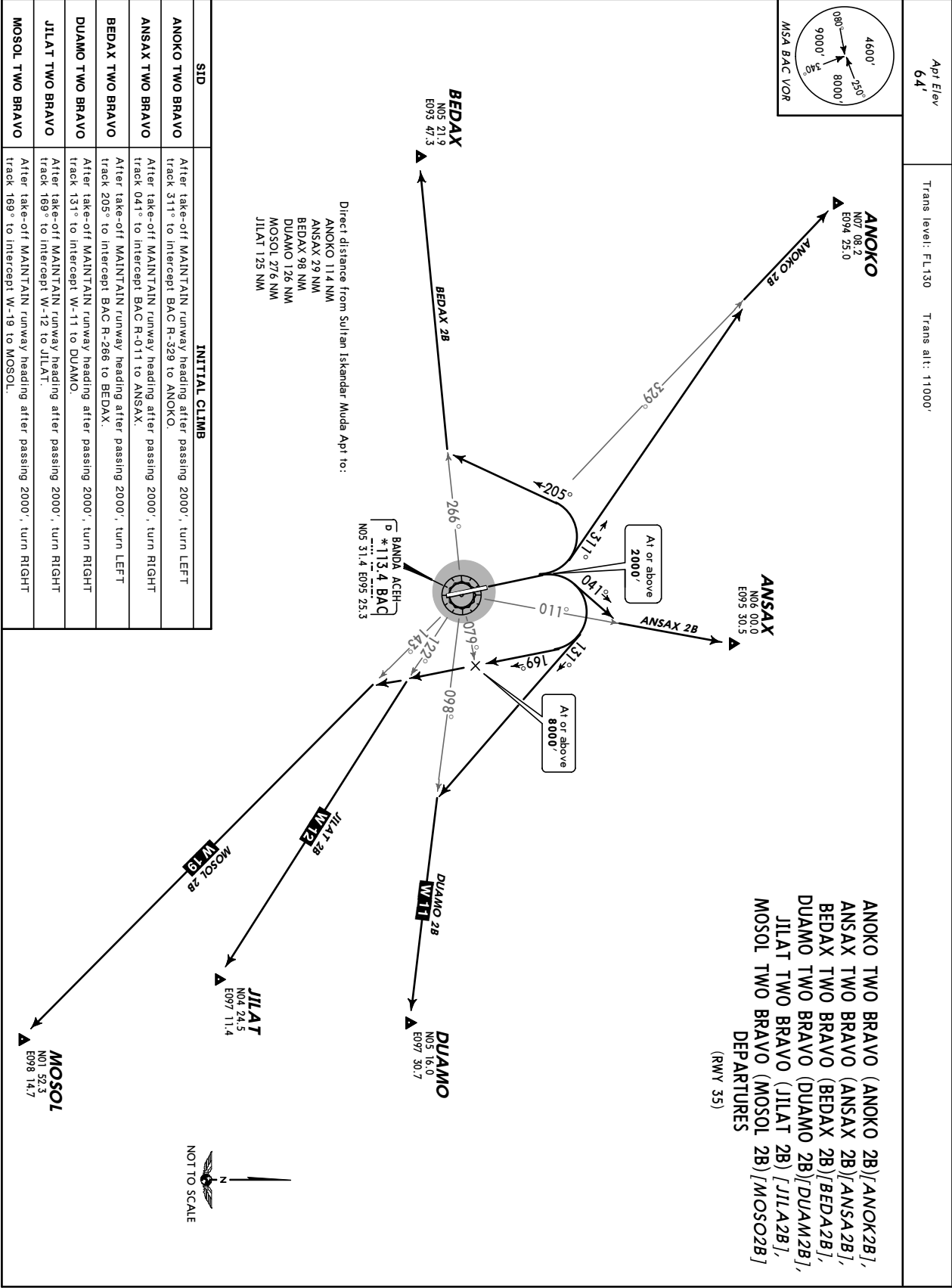
ANSAX 2D [ANSAX2D]
BEDAX 2D [BEDAX2D]
DUAMO 2D [DUAM2D]
JILAT 2D [JILA2D]
MOSOL 2D [MOSO2D]
RNP-1 ARRIVALS
(RWY 17)



CHANGES: New procedures at this airport.

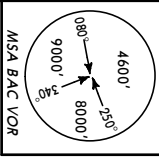
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WITT/BTJ
SULTAN ISKANDAR MUDA



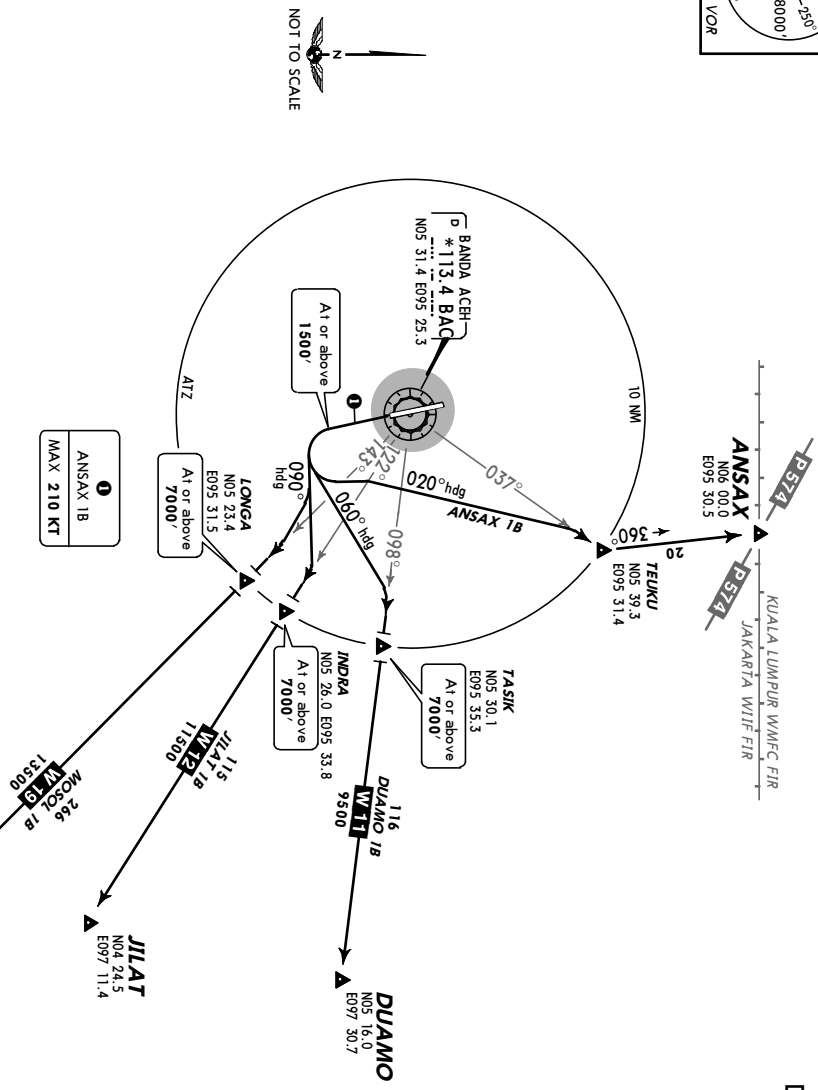
Apt Elev
64'

Trans level: FL130 Trans alt: 11000'



MSA BAC VOR

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)



SID	
ANSAX ONE BRAVO	After take-off MAINTAIN runway heading, at 1500' turn LEFT heading 020°, intercept BAC R-057, 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 LONGA.
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:

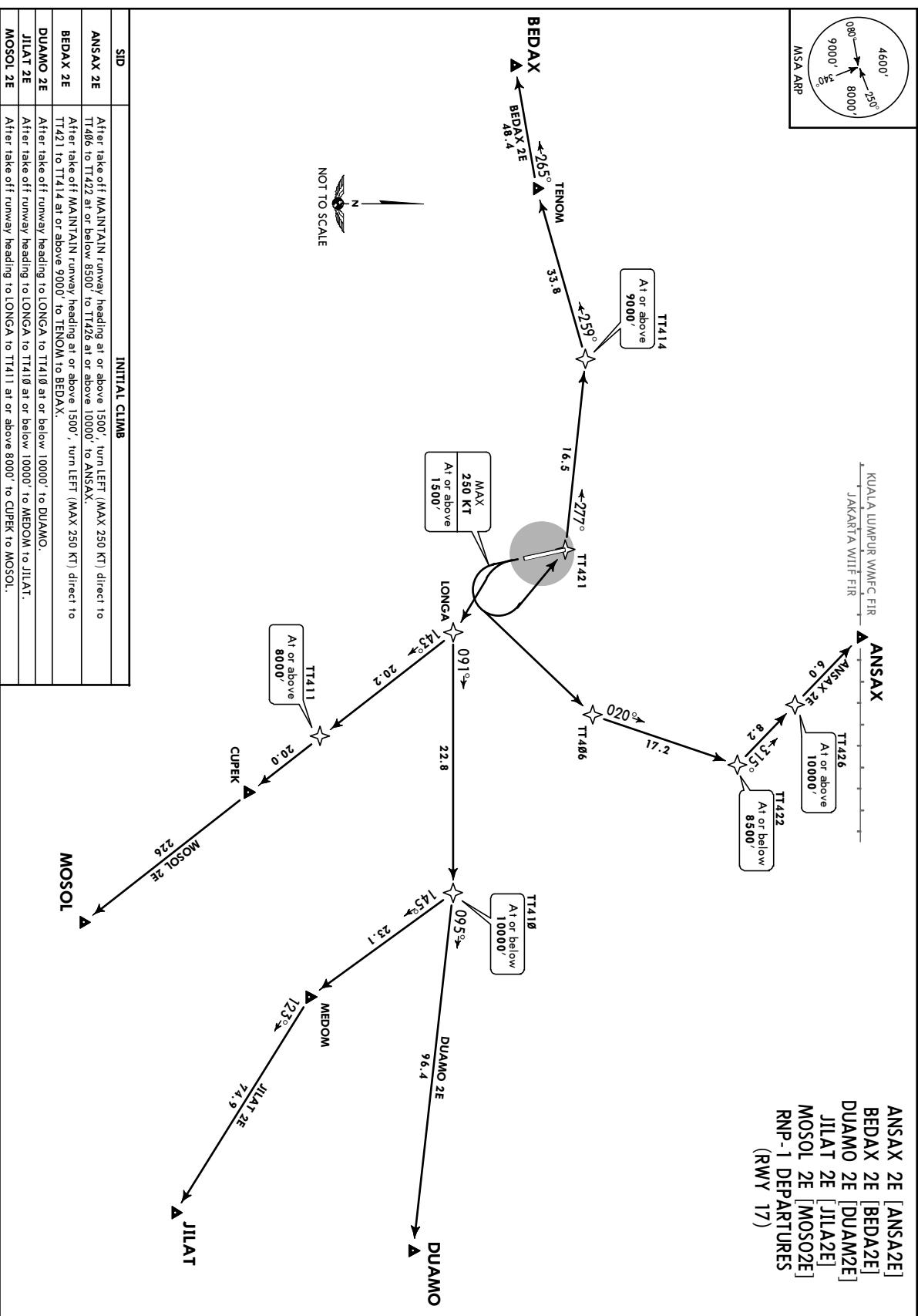
ANSAX 1B, DUAMO 1B:	8.2%					
JILAT 1B, MOSOL 1B:	8.0%					
Grnd speed-KT	75	100	150	200	250	300
8.0% V/V (fpm)	608	810	1215	1620	2025	2430
8.2% V/V (fpm)	623	830	1246	1661	2076	2491

JEPPESEN
BANDA ACEH
INDONESIA
30 DEC 16 10-3B
Eff 5 Jan
RNAV SID

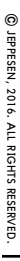
MSA ARP

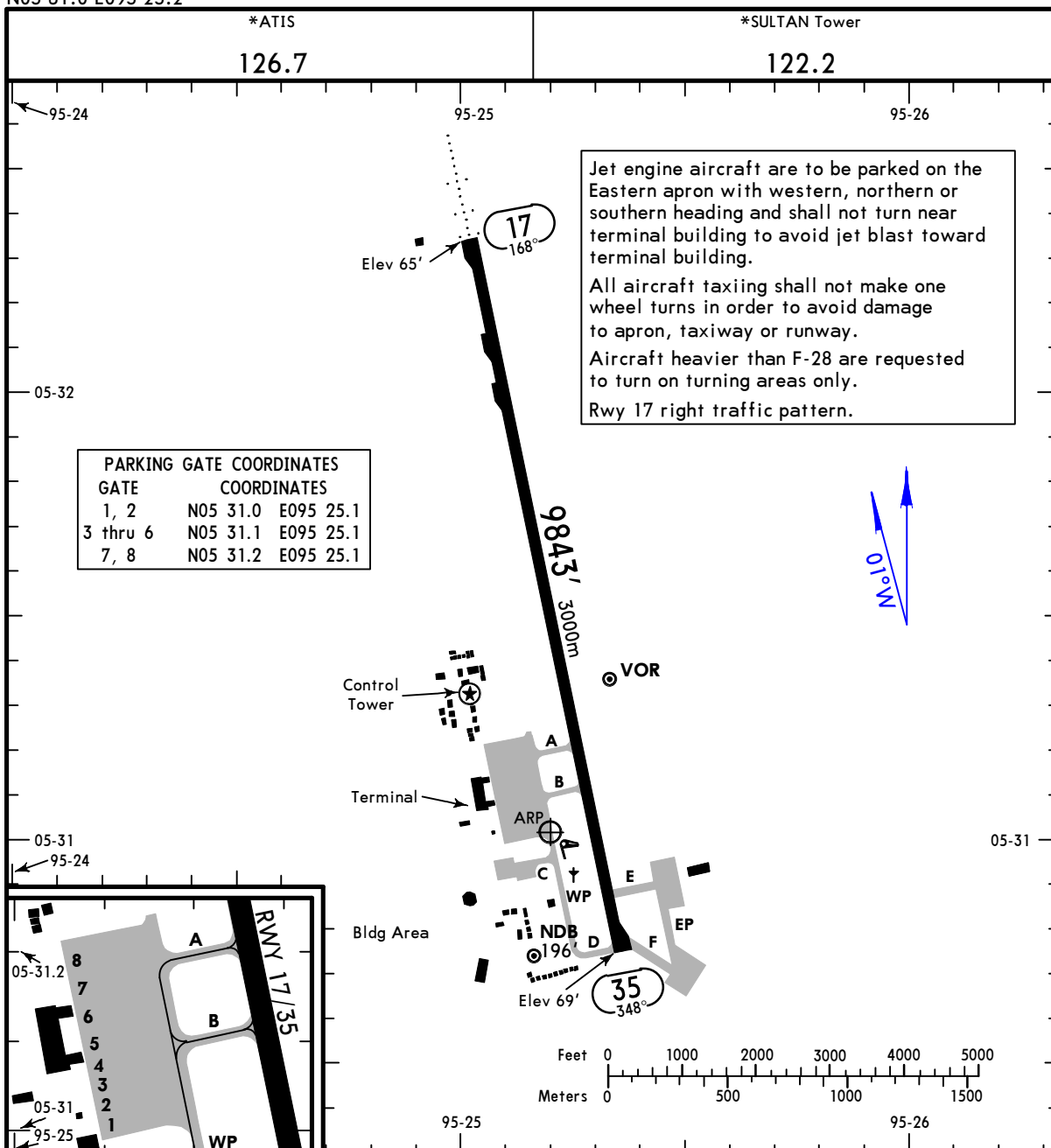
Diagram showing a circular layout with distances and angles:

- Distances: 4600', 8000', 9000', 250', 080'
- Angles: 340°



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ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS		TAKE-OFF	WIDTH
			LANDING BEYOND			
			Threshold	Glide Slope		
17		RL HIALS REIL PAPI-L		7274' 2217m		148'
35		RL REIL PAPI-L				45m

TAKE-OFF

AIR CARRIER			AIR CARRIER (FAR 121)	
All Rwys			All Rwys	
	LVP must be in Force RCLM (DAY only) or RL	RCLM (DAY only) or RL	Adequate Vis Ref	
C	250m	400m	2 Eng	400m
D	300m		3 & 4 Eng	

STRAIGHT-IN RWY	A	B	C	D
17				
ILS	287' (227')	287' (227')	306' (246')	306' (246')
FULL/Limited	800m	800m	800m	800m
ALS out	1200m	1200m	1300m	1300m
LNAV	NOT APPLICABLE	NOT APPLICABLE	550' (485')	550' (485')
ALS out			2300m	2300m
			3000m	3000m
① LOC	600' (540')	600' (540')	600' (540')	600' (540')
	1600m	1600m	2400m	2800m
ALS out	1600m	1600m	2400m	2800m
LOC	600' (540')	600' (540')	600' (540')	600' (540')
	2200m	2200m	2400m	2800m
ALS out	2600m	2600m	2800m	2800m
① VOR DME	600' (540')	600' (540')	600' (540')	600' (540')
	1600m	1600m	2000m	2800m
ALS out	1600m	1600m	2400m	2800m
VOR	720' (660')	720' (660')	720' (660')	720' (660')
	2800m	2800m	3000m	3200m
ALS out	3200m	3200m	3400m	3400m

① Continuous Descent Final Approach

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
After VOR 17	730' (665')	730' (665')	730' (665')	770' (705')
	3200m	3200m	3400m	3600m
After ILS 17	950' (885')	950' (885')	2300' (2235')	2300' (2235')
	② 1600m	② 1600m	② 2400m	3600m
After VOR DME 17	1300' (1235')	1300' (1235')	2300' (2235')	2300' (2235')
	5000m	5000m	5000m	5000m
After RNAV (GNSS) 17	NOT APPLICABLE	NOT APPLICABLE	2200' (2135')	2200' (2135')
			5000m	5000m

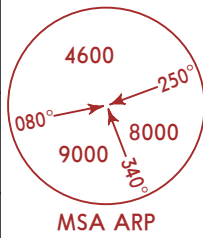
② Or higher minimums of preceding straight-in approach.

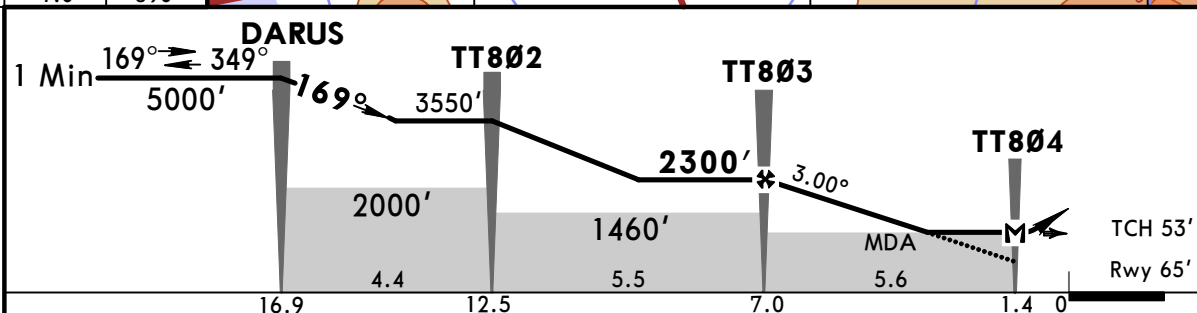
TAKE-OFF

	LVP must be in Force		
	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A			
B	250m	400m	500m
C			
D	300m		



BRIEFING STRIP™

*ATIS 126.7		*ACEH Approach 122.2		*SULTAN Tower 122.2	
RNAV	Final Apch Crs 169°	Procedure Alt TT803 2300' (2235')	MDA(H) 550' (485')	Apt Elev 65' Rwy 65'	 MSA ARP
MISSED APCH: Immediately turn RIGHT direct to DARUS at 5000' or as instructed by ATC. MAX 220 KT.					
Alt Set: hPa		Rwy Elev: 2 hPa	Trans level: FL 130	Trans alt: 11000'	
GNSS required.					



Gnd speed-Kts	120	140	160	180	REIL PAPI 5000' RT DARUS
Descent Angle	3.00°	637	743	849	
MAP at TT804					
TT803 to MAP	5.6	2:48	2:24	2:06	

STRAIGHT-IN LANDING RWY 17			CIRCLE-TO-LAND		
RNAV MDA(H) 550' (485')			MDA(H)		
ALS out			Max Kts		
C	2300m	3000m	180	2200' (2135') - 5000m	
D			205		

