



ATR 72-600

BIMA (INDONESIA)

Sultan Muhammad Salahudin (WADB / BMU)

ISSUE : 02
JULI 2018

GA 4022 DPS 07.05 BMU 08.20 (LT)
GA 4023 BMU 08.50 LOP 09.50 (LT)



Weather Caracteristic



**ARP Coordinates and Site at APT
Operation Hours**

: S 08 32 27, E 118 41 26
: 23.00 - 10.00 UTC

Time Conversion

: UTC + 8

Magnetic Variation

: 1° 17'East

AD Elevation

: 4ft

Dimension

: 1650 X 30 m (5413 X 98 ft)

Runway Designation

: RWY 13/ 31

Surface

: Asphalt

Strength

: 28 FDYT

Visual Approach Slope Indicator Systems

: PAPI on RWY 13/ 31

Rescue and Firefighting Services CAT

:CAT VI

TAXIWAY

Dimension : 100 X 20 m
Surface : Asphalt / Hot Mix
Strength : PCN 29FDYT

APRON

Dimension : 271 X 70 m
Surface : Asphalt / Hot Mix
Strength : PCN 29 FDYT

NAVIGATION & COMMUNICATION

VOR/ DME : 115.1 MHz / CH-98X “NMA”

NDB : 223 KHz “PO”

TOWER : 120.3 MHz “Salahuddin Tower”

SSB : 7825 9145 KHz “Bima Radio”

❖ LOCAL TRAFFIC REGULATION.

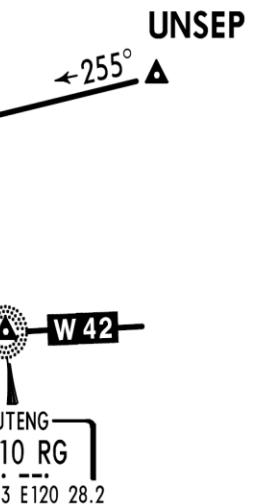
- RWY 13 mainly used for arrival
- RWY 31 mainly used for departure.

❖ OBSTACLE

- Hill at take off RWY 13 and Approach RWY 31 with slope 2 %.

Apt Ellev 4'
Alt Set: hPa Trans level: FL 130 Trans alt: 11000'

RUTENG [RG], SUMBAWA [NQ], UNSEP [UNSEP] ALL RWYS



RUTENG
*210 RG
S08 36.3 E120 28.2

UNSEP
W 69
434

BIMA
115.1 NMA
S08 32.0 E118 41.5

(IAF)
TELUK
— 177°
7000
357°
20

SUMBAWA
*305 NQ
S08 28.5 E117 24.3

W 42

092°

SUMBAWA
76.6



081
7000
095°
290°
5400
6200
MSA NMA VOR

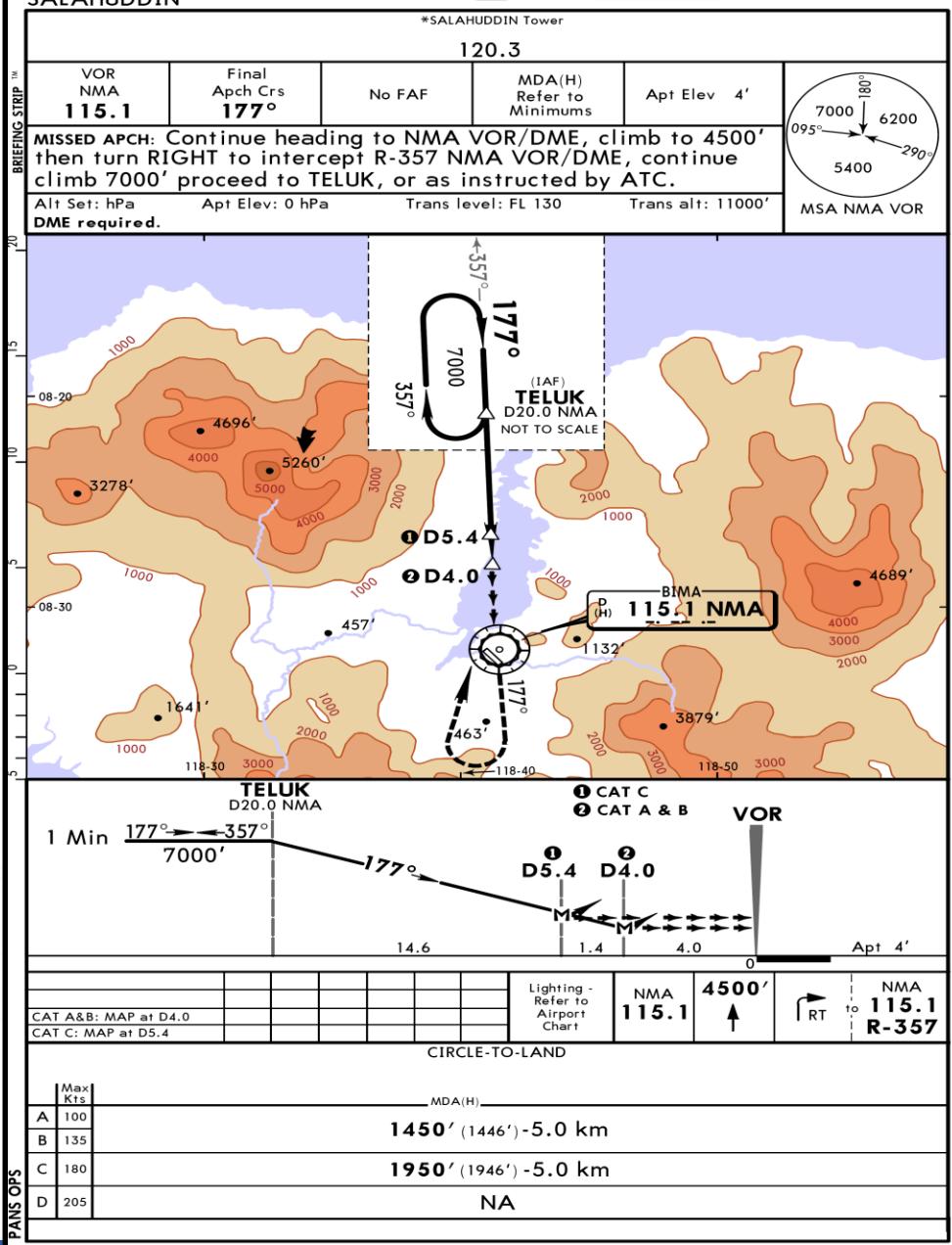
NOT TO SCALE

STAR	ROUTING
RUTENG	Arrivals from W-42, from RG NDB proceed to NMA VOR, then to TELUK holding fix on NMA R-357.
SUMBAWA	Arrivals from W-42, from NQ NDB proceed to NMA VOR, then to TELUK holding fix on NMA R-357.
UNSEP	Arrivals from W-69, after UNSEP proceed to NMA VOR, then to TELUK holding fix on NMA R-357.

WADB/BMU
SULTAN MUHAMMAD
SALAHUDDIN

JEPPESEN
27 JUL 18 13-1

BIMA, INDONESIA
VOR CIRCLING
CAT A, B & C



VOR DME CIRCLING

Cat A, B & C

WADB/BMU
Apt Elev 4'
S08 32.5 E118 41.4

JEPPESEN
2 JUN 17 10-9

BIMA, INDONESIA
SULTAN MUHAMMAD SALAHUDDIN

*SALAHUDDIN Tower

120.3

118-41

118-42

08-32

08-32

Rwy 13 right hand circuit or
as instructed by ATC.

5413/1650m

Control Tower

NDB

ARP

B

A

Terminal

Feet 0 500 1000 1500 2000 2500 3000
Meters 0 200 400 600 800 1000

118-41

08-33
118-42

ADDITIONAL RUNWAY INFORMATION

USABLE LENGTHS
LANDING BEYOND
Threshold Glide Slope

TAKE-OFF

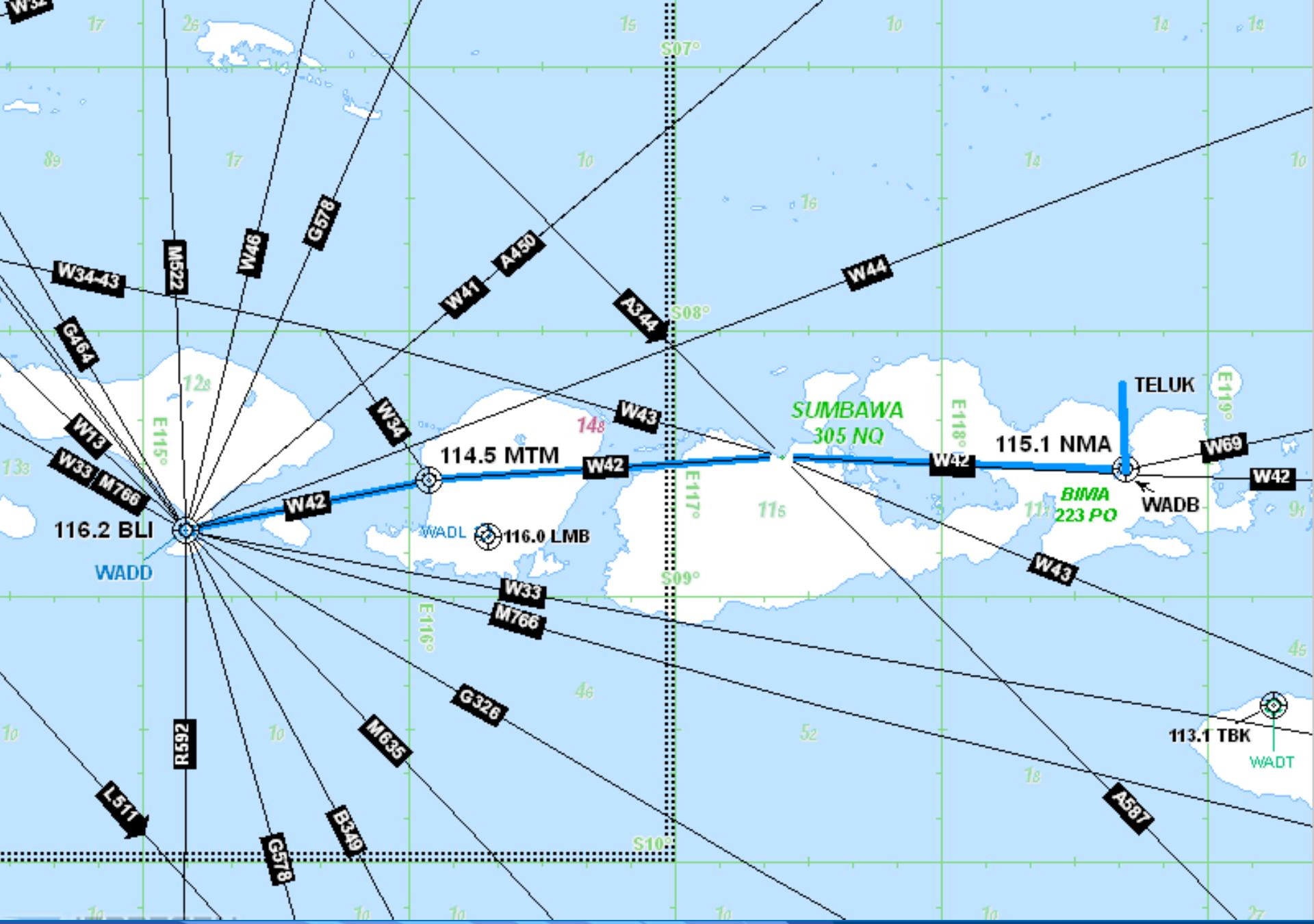
WIDTH

RWY	RL MALS REIL PAPI-L				98' 30m
13	RL REIL PAPI-L				
31					

TAKE-OFF

AIR CARRIER (JAA)		AIR CARRIER (FAR 121)	
LVP must be in force All Rwy's RCLM (Day only) or RL	All Rwy's RCLM (Day only) or RL	All Rwy's	Adequate Vis Ref
A	250m	2 Eng	400m
B		3 & 4 Eng	
C	300m		
D			

AIRPORT CHART



En-route Chart WADD – WADB



Flores Sea



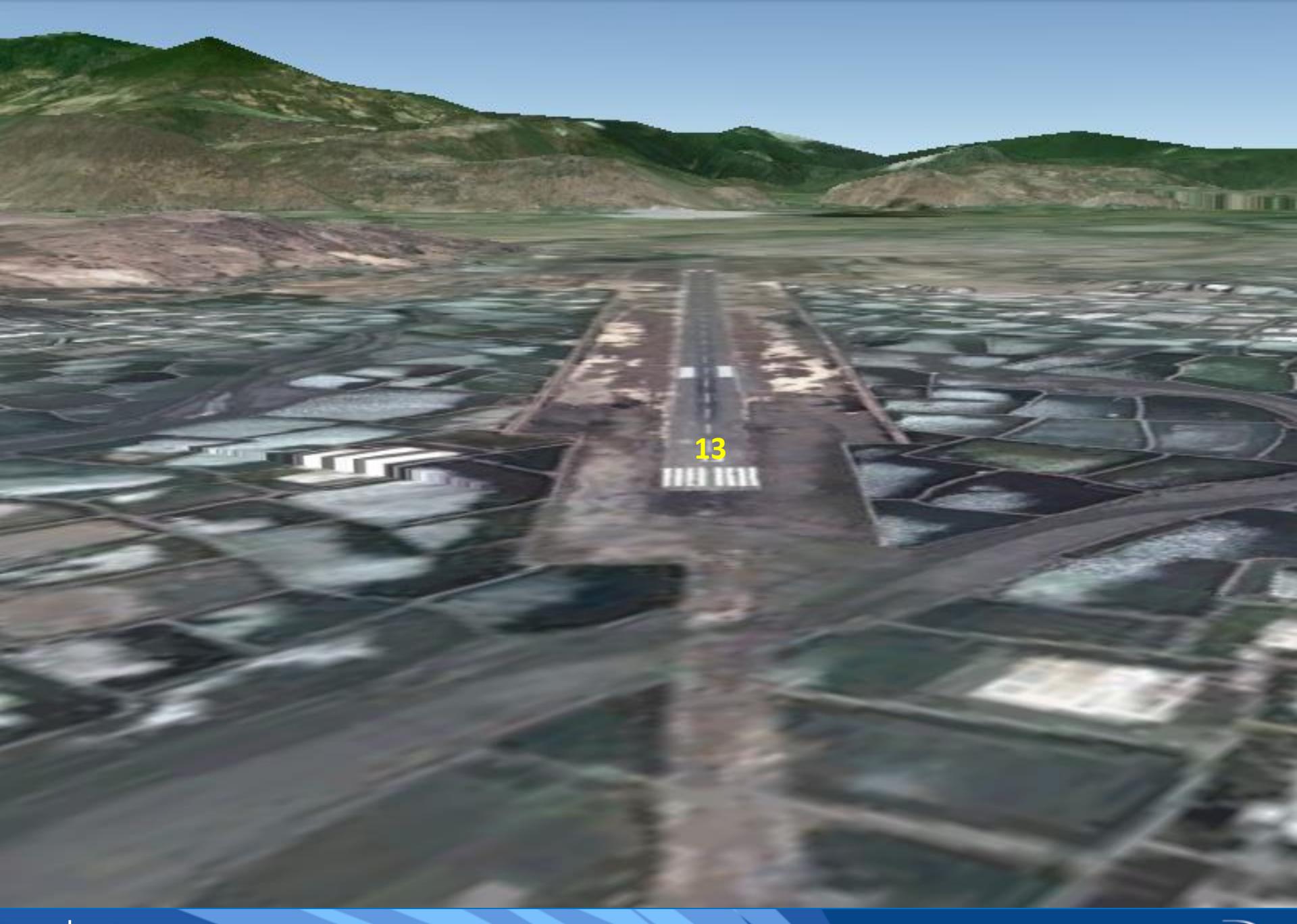
Inbound track to WADB



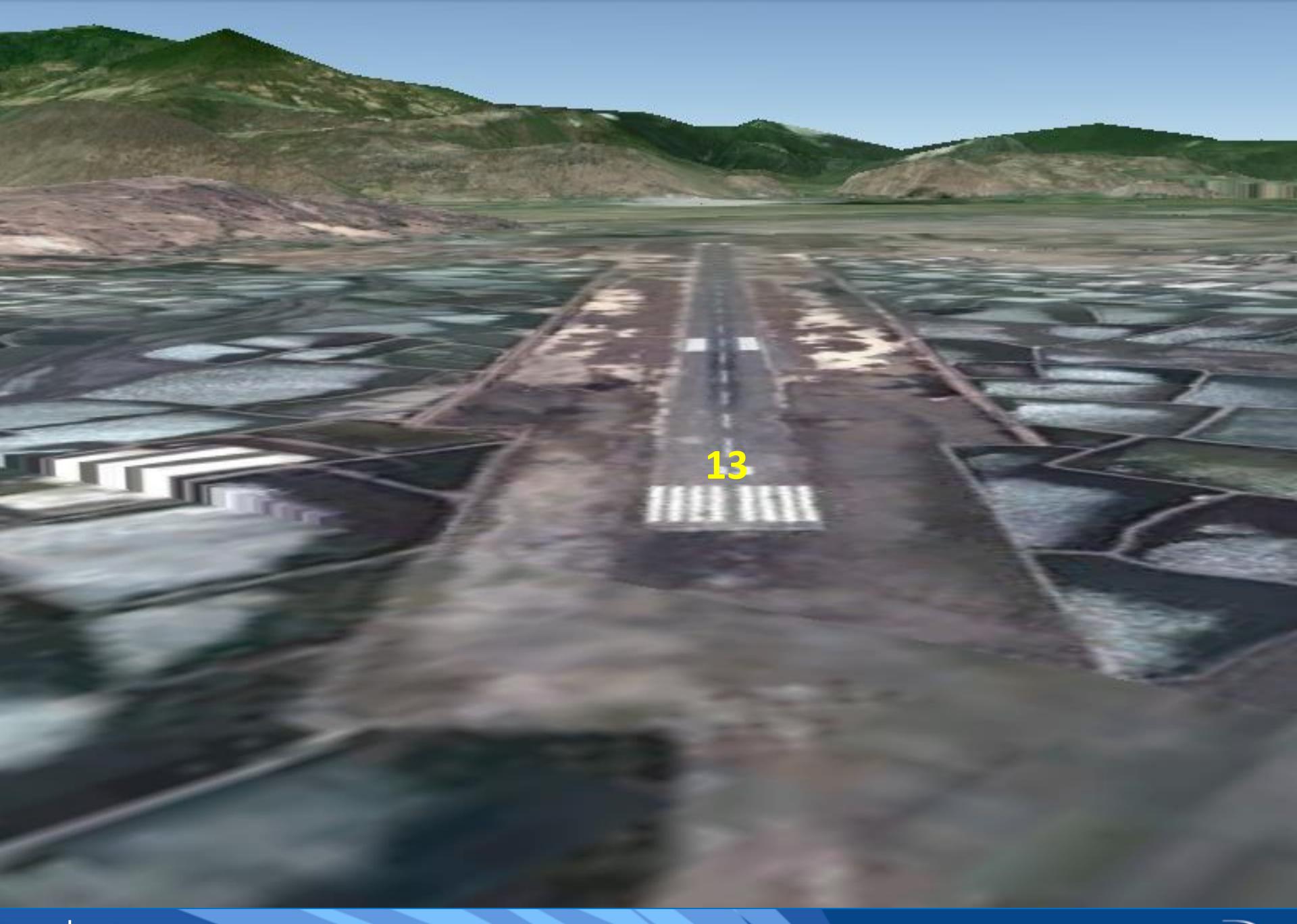
The vicinity of airport



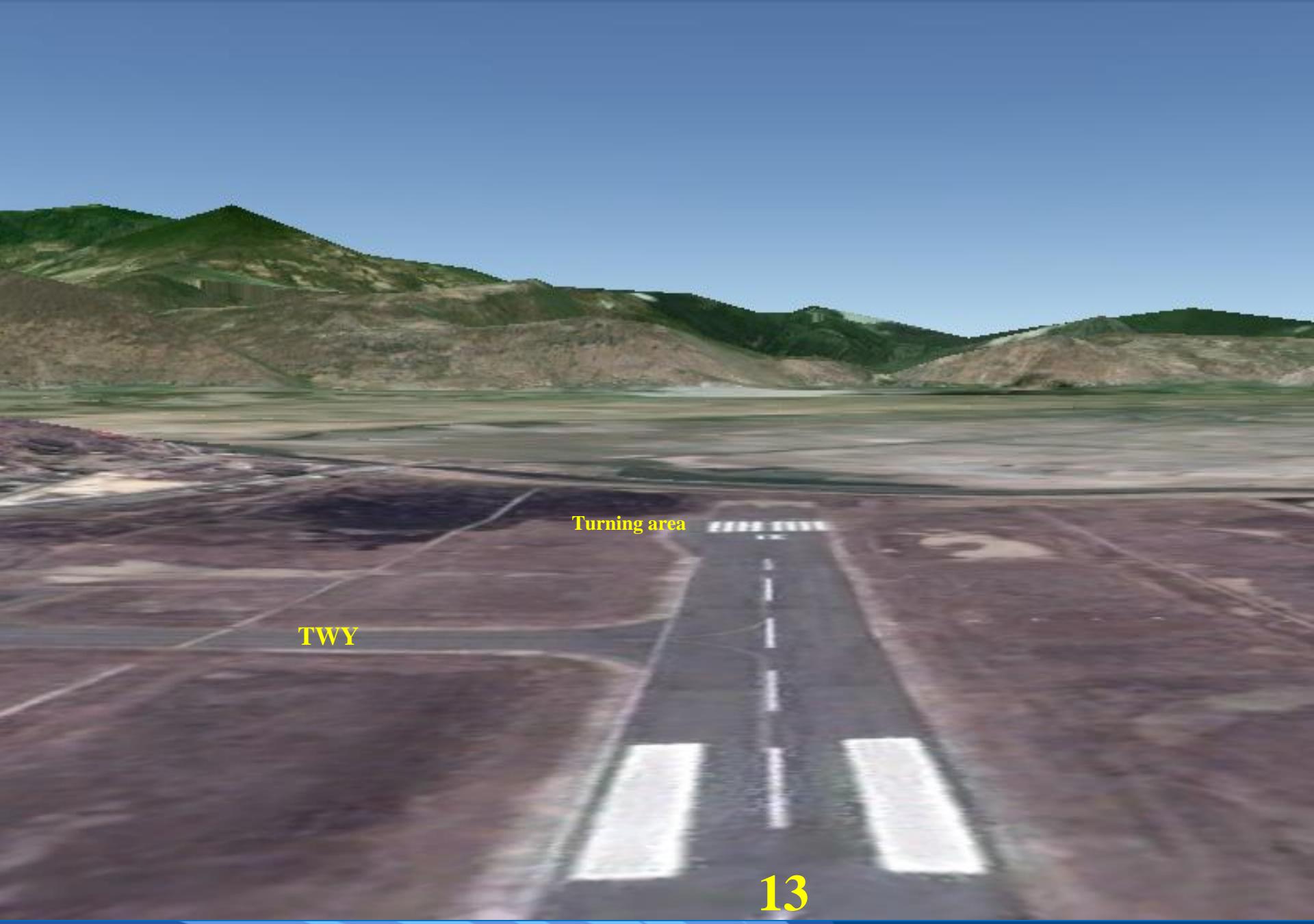




RWY 13



RWY 13



13

The end of RWY 13, Overview



Terminal

Yellow Guide line

Yellow Guide line

TWY

Yellow Guide line





Area beyond of RWY 31



Turning area

RWY 31 & Turning area







13

31



Wind shock position & Indication







Approaching RWY 13



Approaching RWY 13



On RWY 13



Rolling on RWY



*Parking Position , Face Terminal Building
(Nose out)*



RWY 31 Provided Turning area



FUEL SERVICNG



GROUND HANDLING SERVICING

COMP CHANNEL : Reserved
GPU : Reserved
GTC : Reserved



Communication & Communication Failure Procedure

Communication Procedures

All aircraft within SALAHUDIN ATZ shall be equipped with radio capable of conducting and maintaining two way communication with SALAHUDIN TOWER.

Communication Failure Procedures

In Visual Meteorological Condition (VMC)

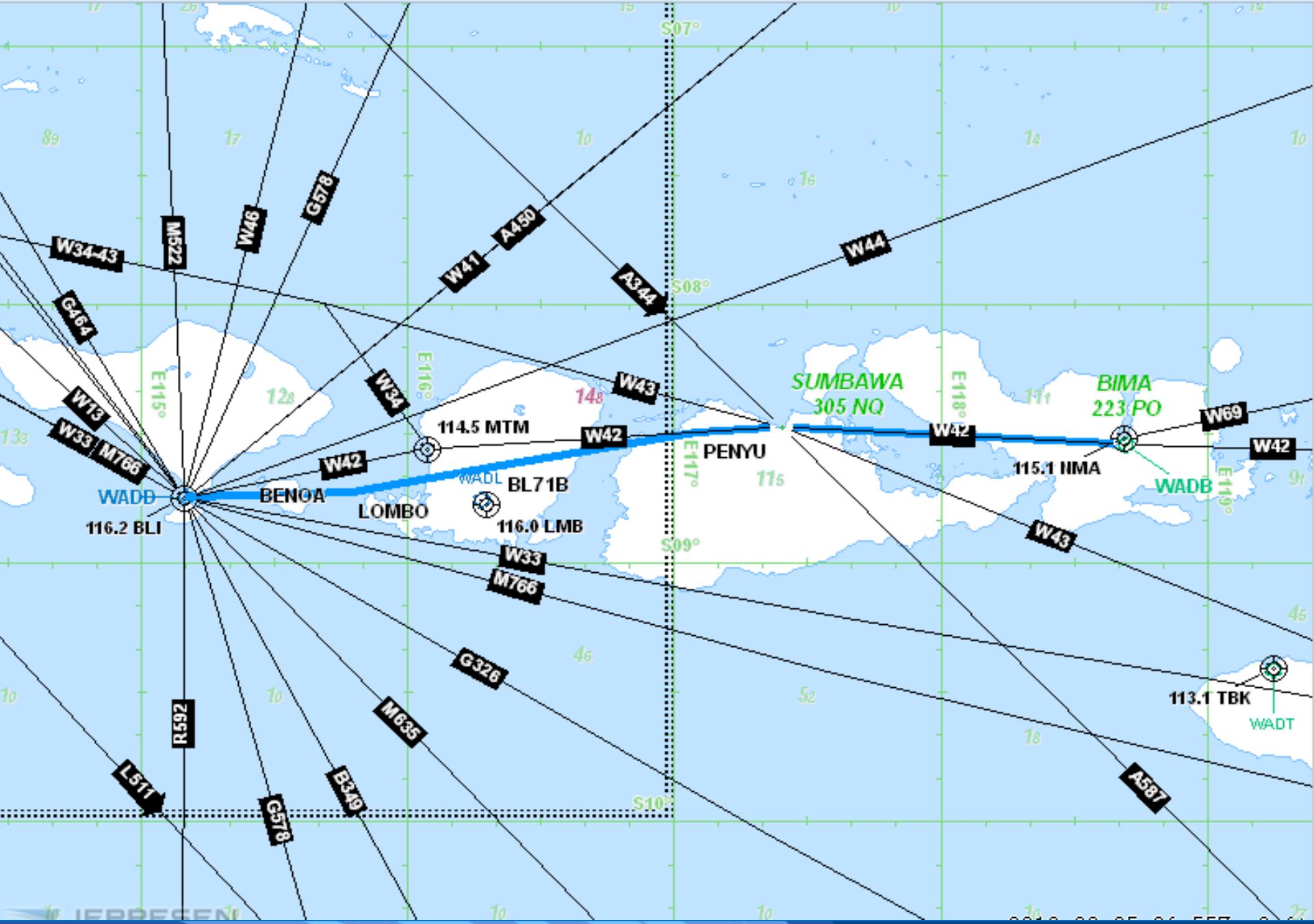
- a. Continue to fly in VMC.
- b. Fly full circuit over the Aerodrome, pilot shall endeavor to transmit blindy his position, intention etc, to be monitored by Tower or any other traffic in within SALAHUDINI ATZ.

In Instrument Meteorological Condition (IMC)

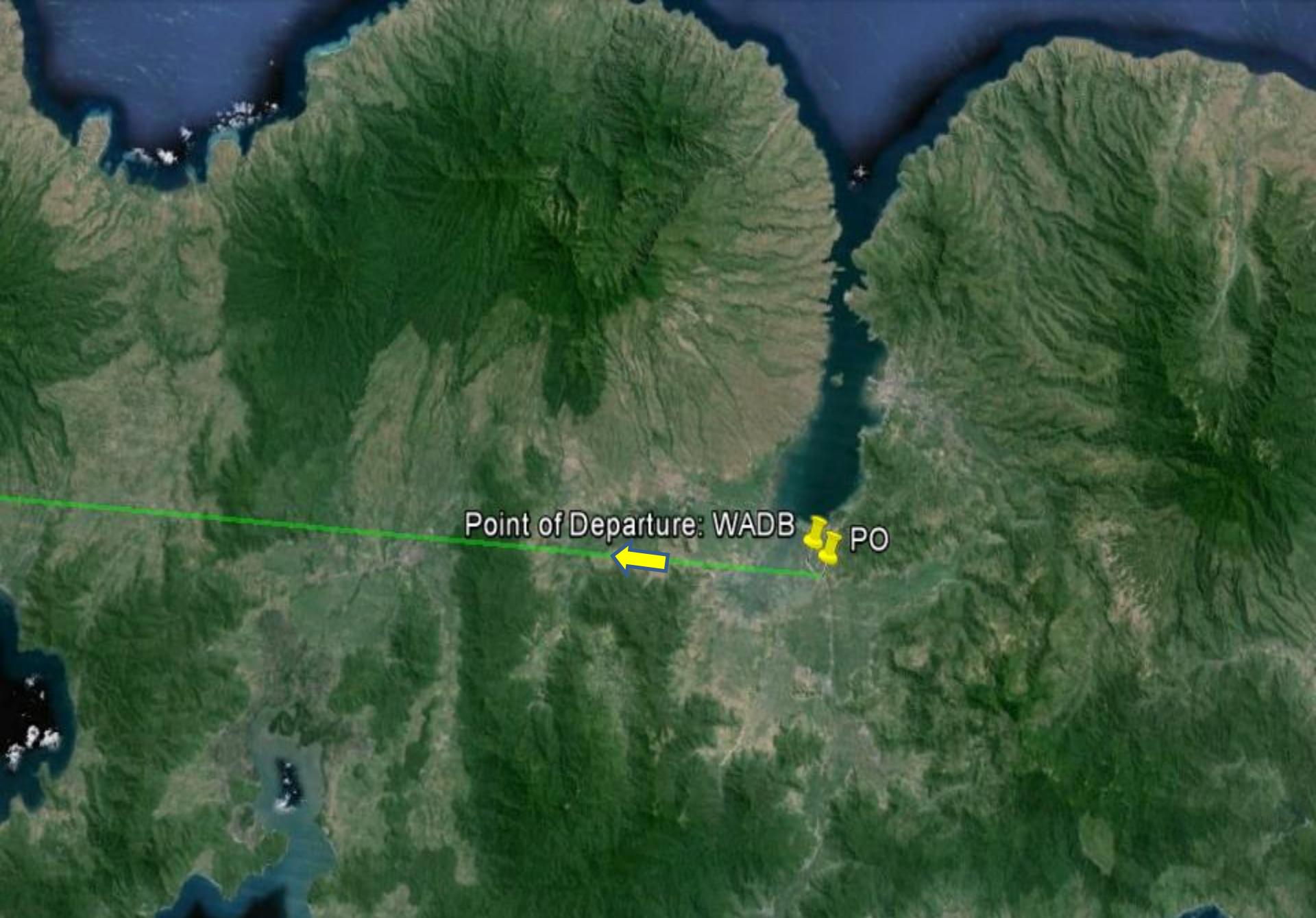
- a. Proceed according to current Flight Plan to the appropriate designated navigation and serving SALAHUDIN aerodrome and when required to ensure compliance with (b) below, hold over this aid until commencement of descent.
- b. Commence descent from the navigation aid specified in (a) or as close a possible to ETA as indicated in the filled flight plan and revised in accordance with the current flight plan.
- c. Land if possible within thirty minutes after the estimated time of arrival (ETA)

DEPARTURE

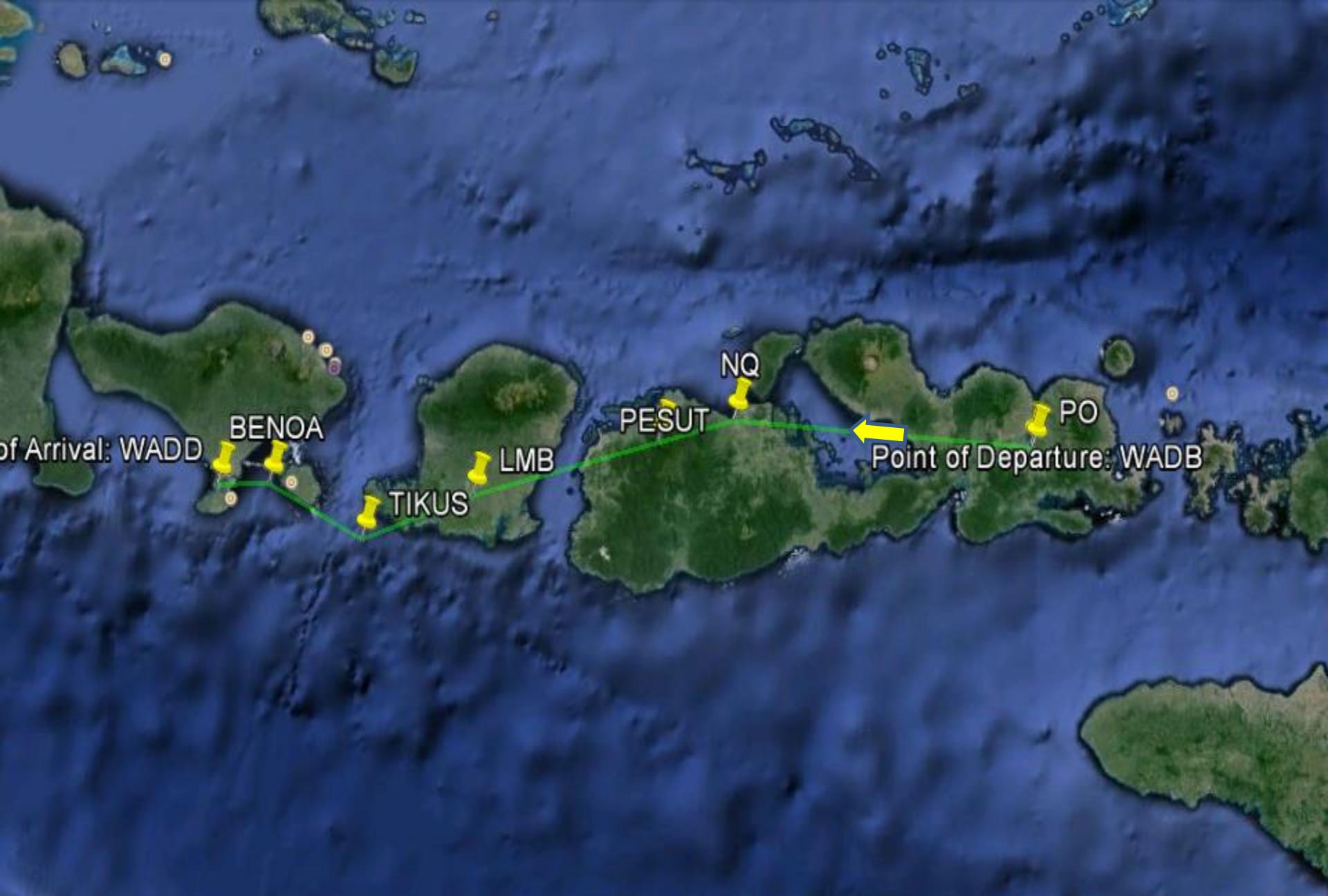




En-route Chart WADB – WADD



Outbound track to WADD



En-route WADB – WADD, Distance 218 NM

