

**WIBB AD 2.1 AERODROME LOCATION INDICATOR AND NAME****WIBB – PEKANBARU / Sultan SyarifKasimII****WIBB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

ARP Coordinates and Site at AD.....	00 27 48 N 101 26 48 E 92 mFrom Axis RWY 18 to the WEST and 1075 M From THR RWY 18
Direction and Distance From (City).....	6 NM South of Pekanbaru Town
Elevation / Reference Temperature.....	104ft MSL/ 35° C
MAG VAR / Annual Change.....	0° 13' E (2005)
AD Administration.....	PT.Angkasa Pura II(Persero)
Address.....	Sultan Syarif Kasim II Airport Jl. Perhubungan Udara Pekanbaru – Riau 28284 E-mail : ap2-pku@angkasapura2.co.id
Telephone.....	+62-761-674694 ( central ) +62-761-72891 ( BO& APP ) +62-0761-674827
Telefax.....	NIL
Telex.....	WIBBYDYW, WIBBYOYW, WIBBZAZW (APP), WIBBZTZW (TWR)
AFTN.....	IFR and VFR
Type of Traffic Permitted.....	NIL
Remarks.....	

**WIBB AD 2.3 OPERATIONAL HOURS**

AD Administration.....	MON – FRI : 0030 – 0930
Custom and Immigration.....	2300 – 1700
Health and Sanitation.....	2300 – 1700
AIS Briefing Office.....	2300 – 1700
ATS Reporting Office.....	2300 – 1700
MET Briefing Office.....	2300 – 1700
ATS.....	2300 – 1700
Fuelling.....	2300 – 1700
Handling.....	2300 – 1700
Security.....	H – 24
De-Icing.....	NIL
Remarks.....	Outside Operating Hours Available On Request.

**WIBB AD 2.4 HANDLING SERVICE AND FACILITIES**

Cargo Handling Facilities.....	Cargo Service by PT. Angkasa Pura II (Persero) and the Others (6 Ground Handling Service Available)
Fuel/Oil/Type.....	AVTUR JET A –1,Lubricating oil only available from airlines
Fuelling Facilities / Capacity.....	Fuel truck / 3 units cap.12 000 L / 1 unit cap. 7000 L / 1 unit cap. 25 000 L
De-Icing Facilities.....	NIL
Hangar Space For Visiting Aircraft.....	NIL

Repair Facilities For Visiting Aircraft.....	NIL
Remarks.....	NIL

**WIBB AD 2.5 PASSENGER FACILITIES**

Hotels.....	In Town
Restaurant.....	Restaurant and Snack Bar at Airport
Transportation.....	Taxi, Car Rent
Medical Facilities.....	First Aid at Airport
	Hospital in Town
Bank And Post Office.....	In Airport
Tourist Office.....	In Airport
Remarks.....	NIL

**WIBB AD 2.6 RESCUE AND FIRE FIGHTING**

AD Category For Fire Fighting.....	Category VII
Rescue Equipment.....	1 Foam tender type I ( 1200 L Foam & 9000 L water ), 2 Foam tender type II (8000 L water & 900 L Foam ), 1 Nurse tender ( 4000 L water & 400 L Foam ), 1 Rescue tender ( 250 kg Dry powder), 3 Ambulances, 1 Commando Car Personnel :2Advance, 18 Senior, 8 Junior, 4 Basic
Capability For Removal of Disabled Aircraft...	Salvage Team AVBL on 1997 of May (Intern / Extern connecting coordination Division / Department)
Remarks.....	No facilities for foaming of runway.

**WIBB AD 2.7 SEASONAL AVAILABILITY CLEARING**

Type of clearing equipment.....	Sweeping Car clearance
Clearance.....	RWY, TWY, Apron, others
Remarks.....	NIL

**WIBB AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATION DATA****APRON SURFACE AND STRENGTH**

EAST APRON (MAIN APRON)  
SURFACE  
STRENGTH  
DIMENSION

= RIGID  
= PCN 70 RBWT ←  
= 476x 110.5 m

WEST APRON  
SURFACE  
STRENGTH  
DIMENSION

= ASPHALT  
= PCN 70 RBWT ←  
= 90 x 80 m

**TAXIWAY WIDTH, SURFACE, STRENGTH**

TAXIWAY A  
SURFACE  
STRENGTH  
DIMENSION

= ASPHALT  
= PCN 68 FBWT ←  
= 49.5 x 31.5 m

TAXIWAY B	
SURFACE	= ASPHALT
STRENGTH	= PCN 68 FBWT ←
DIMENSION	= 49.5 x 31.5 m
TAXIWAY C	
SURFACE	= ASPHALT
STRENGTH	= PCN 22 FCYU
DIMENSION	= 96 x 23 m
ACL Location and Elevation.....	Available on RWY 18 Elevation : 120 ft
VOR / INS Checkpoints.....	NIL
Remarks.....	West Apron Used for Military Aircraft (on request)

## WIBB AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKING

Use of ACFT ID Sign, TWY Guide Lines and Visual Docking / Parking Guidance System Of ACFT Stands.....

Guidelines Sign Boards Available For Parking, Taxiing, And Standing.  
Nose – Wheel Guide Line Taxi To Apron Parking Master.

Aircraft arriving or landing can be see parking master and following marshaller to guided parking stand number.

Aircraft departing commercial or schedule flight can be pushback and then continue to start engine and ready to taxi, aircraft unscheduled flight start engine in apron without pushback and then continue ready taxi.

All aircraft incoming schedule / unscheduled flight to SULTAN SYARIF KASIM II PEKANBARU after landing / take off requested registration aircraft and person on board.

RWY and TWY Marking and LGT.....

- Lighting Aids : RWY 18/36, TWY
  - RWY LGT : Bi-directional raised white/amber edge and inset high/low intensity.
  - THR LGT, SWY LGT
  - TWY LGT : Blue LGT on TWY curved edges and apron TWY edges.
- Marking Aids : THR, TDZ, RWY Centerline, RWY Side Strips, RWY Designation, RWY Centerline, Parking Stand, Landing T, White Dumb Bell, Square Panel, With One Yellow Diagonal Crosses Of Single Control Air Traffic Reporting Office.

Stop Bars.....  
Remarks.....

Appropriate  
ACFT Heavier Than FK 28 Are Not  
Permitted To Make 180° Turn On The  
RWY And RWY Intersection.  
The Aerodrome Operator provides  
Aircraft Marshalling services.  
Follow Me Car service available to  
aircraft on request.  
All general or unschedule flight parking  
on south side.

Aircraft parking stand coordinates :

NO.	PARKING NUMBER	LATITUDE	LONGITUDE	CAPACITY
1	D01	002800.07N	1012649.11E	A320
2	D02	002758.70N	1012649.07E	
3	D03	002757.34N	1012649.03E	
4	D04	002755.97N	1012648.99E	
5	D05	002754.60N	1012648.96E	
6	D06	002753.24N	1012648.92E	
7	D07	002751.89N	1012648.86E	
9	D08	002750.50N	1012648.83E	

#### PUSHBACK AND START UP PROCEDURES

- 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.
- 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.
- Aircraft on the parking stand D1 and D2 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.
- Aircraft on the parking stand D4, D5 and D6 pushback normally (heading to the North or South) and start-up can be given simultaneously with pushback.
- 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.
- Aircraft on the parking stand number D3 pushback normally (heading to the North or South), except 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 D7 pushback normally (heading to the North or South), except 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 the taxiway position is between both of the aircrafts 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 taxiway Alpha or Bravo.

**WIBB AD 2.10 AERODROME OBSTACLE***Reserved***WIBB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED**

Associated MET Office.....	Aerodrome Meteorological and Geophysical Station PEKANBARU Class II
Hours Of Service/MET Office Outside Hours..	H – 24
Office Responsible For TAF Preparation	PEKANBARU 6 and 24 hours
Period of Validity& Interval Of Issuance ....	TREND : Every 6 hours
TREND Forecasts & Interval Of Issuance....	Personal Consultation / self – briefing display
Briefing / Consultation Provided.....	Chart / Tabular - ENGLISH
Flight Documentation - Language Used.....	
Charts And Other Information Available For Briefing Or Consultation.....	Used Photos Satellite Chart ,S, U
Supplementary Equipment Available For Providing Information.....	NIL
ATS Units Provided With Information.....	PKU APP/TWR/BO Civil – Military
Additional Information (Limitation Of Service Etc.).....	Phone : +62-761-674791 Fax : +62-761-674714

**WIBB AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS**

1	2	3	4	5	6
Designations RWY NR	True & MAG BRG	Dimension of RWY	Strength (PCN) And Surface Of RWY And SWY	THR Coordinates	THR Elevation and Highest Elevation Of TDZ Of Precision APP RWY
18	182°	2240 x 45m	PCN 62 FBWT Asphalt Concrete	00 28 15.4 N 101 26 41.3 E	98ft
36	002°			00 273.3 N 101 2639.3 E	78ft

7	8	9	10	11	12
Slope of RWY - NR	SWY Dimension	CWY Dimension	Strip Dimension	OFZ	Remarks
18/36 0,38 % downhill	NIL	195 x 150 m	2360 x 150 m	NIL	- Difference height between RWY surface& paved shoulder is approximately 15cm. - Coefficient skid resistance RWY 18/36 is 0.55 - RESA: 90 x 60 m Grass Both of RWY
36/18 0,38 % uphill	NIL	115 x 150 m		NIL	

**WIBB AD 2.13 DECLARED DISTANCES**

1	2	3	4	5
RWY Designator	TORA	TODA	ASDA	LDA
18	2240 m	2435m	2240 m	2240 m
36	2240 m	2355m	2240 m	2240 m

**WIBB AD 2.14 APPROACH AND RUNWAY LIGHTING**

1	2	3	4	5
RWY Designator	APCH LIGHT Type LEN INTST	THR LGT Color WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN
18	MALS, 125 m clear	Green	PAPI	NIL
36	PALS, 1125 m clear	Green -	PAPI	NIL

6	7	8	9	10
RWY Center- Line LGT Length Spacing Color	RWY edge LGT LEN Spacing Color	RWY End Lgt Color WBAR	SWY LGT LEN (M) Color	Remarks
NIL	2240 m, 60 m, clear	RED	NIL	NIL
NIL	2240 m, 60 m, clear	RED	NIL	NIL

**WIBB AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY**

1.	ABN / IBN Location, Characteristic and Hours Operation.	location: on the top of Tower, type PS.10, 500W colour Clear/ white and green, 12 flash/minute and 6 RPM.
2.	LDI Location and LGT Anemometer Location and LGT	LDI 172 m from center line & lighting Anemometer Location Near LDI& lighting
3.	TWY Edge and Center Line LGT	TWY Edge Light Are AVBL And Centerline Light Not Available.
4.	Secondary Power Supply / Switch Over Time	Standby Generator As Secondary Power Supply To All Lighting at AD, Automatic Switcher Equipped In Time : 7 – 10 Sec.
5.	Remarks	NIL

**WIBB AD 2.16 HELICOPTER LANDING AREA**

1.	Coordinates TLOF THR FATO	NIL
2.	TLOF and / Or FATO Elevation (m / ft)	NIL
3.	TLOF and FATO Area Dimensions, Surface, Strength, Marking	NIL
4.	True Bearing and MAG Bearing Of FATO	NIL
5.	Declared Distance Available	NIL
6.	APP and FATO Lighting	NIL
7.	Remarks	NIL

**WIBB AD 2.17 ATS AIRSPACE**

1.	Designation And Lateral Limits	<b>SULTAN SYARIF KASIM II ATZ :</b> A circle with radius of 10 NM centered at "PKU" VOR  <b>PEKANBARU CTR :</b> 01 07 30.14N 102 09 26.32E then arc anticlockwise with radius of 100 NM centered at 01 21 36N 103 48 25E to 00 24 15.44N 102 26 29.22E then arc with radius of 60 NM centered at "PKU" VOR to 01 07 30.14N 102 09 26.32E
2.	Vertical Limits	<b>SULTAN SYARIFKASIM II ATZ :</b> SFC to 2500 ft <b>PEKANBARU CTR :</b> SFC up to FL 120
3.	Airspace Classification	<b>SULTAN SYARIFKASIM II ATZ :C</b> <b>PEKANBARU CTR :C</b>
4.	ATS Unit Call Sign Language(S)	<b>SULTAN SYARIF KASIM II ATZ :</b> SYARIF TOWER / ENGLISH  <b>PEKANBARU CTR :</b> PEKANBARU APPROACH / ENGLISH
5.	Transition	11,000 ft/ FL130
6.	Remarks	NIL



**WIBB AD 2.18 ATS COMMUNICATION FACILITIES**

1	2	3	4	5
Service Designator	Call sign	Frequency	Hours of Operation	Remarks
APP	PEKANBARU APPROACH	120.8 MHz	2300 – 1700	NIL
TWR	SYARIF TOWER	118.1 MHz	2300 – 1700	Coordinate TWR: 00 27 47.9 N 101 26 48.4 E
ATIS		126.20 MHz	2300 – 1700	

**WIBB AD 2.19 RADIO NAVIGATION AND LANDING AIDS**

1	2	3	4	5	6	7
Type of Aid and Category	ID	Frequency	Hours of Operation	Site of Transmitting Antenna Coordinates	Elevation of DME transmitting Antenna	Remarks
VOR/DME	PKU	112.1 MHz/ CH-58X	H - 24	00 25 32.12 N 101 26 29.8 E	NIL	CAT I for RWY 36  Radar service Hrs & Coverage range : PSR 100 NM 2300 – 1400 SSR 120 NM H - 24
NDB	NW	350 KHz	2300 – 1700	00 27 59.6 N 101 27 11.7 E		
ILS/LLZ	IPKU	111.1 MHz	H - 24	00 28 20.75 N 101 26 41.5 E		
DME		CH-48X	H - 24	00 25 32.12 N 101 26 29.38 E		
GP		331.7 MHz	H - 24	00 27 12.1 N 101 26 43.1 E		
MM		75 MHz	H - 24	00 26 43.1 N 101 26 38.1 E		
Radar Head			2300 – 1700	00 27 32.0 N 101 26 53.3 E		

**WIBB AD 2.20 LOCAL TRAFFIC REGULATIONS****2.20.1 Airport regulation**

- RWY 18 : Right / Left hand circuit;
- RWY 36 : Right / Left hand circuit;

**2.20.2 Taxiing to and from stands**

- Landing ACFT to main apron via TWY A or B;
- Landing ACFT to military apron via TWY C;
- Taxiing ACFT from main apron to RWY 18/36 via TWY A or B;

**2.20.3 Parking area for small aircraft**

*Reserved*

**2.20.4 Parking area for helicopter**

*Reserved*

**2.20.5 Apron - taxiing during winter conditions**

*Reserved*

**2.20.6 Taxiing – limitations**

*Reserved*

**2.20.7 School and training flights – technical test flights – use of runways**

*Reserved*

**2.20.8 Helicopter traffic – limitation**

*Reserved*

**2.20.9 Removal of disabled aircraft from runways**

*Reserved*

**WIBB AD 2.21 NOISE ABATEMENT PROCEDURES**

*Reserved*

**WIBB AD 2.22 FLIGHT PROCEDURES****1. Responsibility of ATS**

1.1 Approach Control (APP) is responsible for the provision of of Air Traffic Control Service to all controlled flight within TMA / CTR

1.2 Aerodrome Control (TWR) is responsible for the provision of Air Traffic Control Service to all controlled flight within ATZ

**2. Approach Control Service Including Flight Information and Alerting Service to all aircraft within TMA, CTR and ATZ**

### 3. Altimeter Setting Procedures

3.1 This ICAO altimeter-setting procedure shall be used by all aircraft operating within TMA and CTR, QNH provided in milli-bars, in inches available on request.

3.2 Transition Altitudes 11.000 feet and Transition Level FL 130.

### 4. Communication Procedures

All aircraft within TMA and CTR shall be equipped with radio capable of conducting and maintaining two ways communication.

### 5. VFR Flight

5.1 Flight information and alerting service will only be provided to VFR flight operating within TMA and or CTR on request. VFR flight requesting the above service shall report intended action and comply with the position or as required by ATC.

5.2 No aircraft shall be operated under VFR within TMA and or CTR and prior authorization has been obtained from Approach.

### 6. Arrival Procedures

Arriving aircraft shall follow the Standard Instrument Arrival or as instructed by ATC.

### 7. Departure Procedures

Departing aircraft shall follow the Standard Instrument Departure (SID) or as instructed by ATC.

### 8. Position Reporting Procedures

Aircraft operating within or about to enter TMA and or CTR shall report position:

- a. over TMA Boundary
- b. over any other point or time as instructed by ATC

### 9. Communication Failure Procedures

Aircraft radio communication failure procedures shall be in accordance with ICAO standard and recommended practices, or :

#### 9.1 In Visual Meteorological Condition (VMC)

- a. Continue Fly in VMC
- b. Fly full circuit over the Aerodrome, pilot shall endeavor to transmit blindly his position, intention, etc. so as to be monitored by Approach or any other traffic over TMA or and CTR

#### 9.2 In Instrument Meteorological Condition (IMC)

- a. Proceed according to current Flight Plan to the appropriatedesignated navigation and serving Approach and when required toensure compliance with (b) below, hold over this aid untilcommencement of descent
- b. Commence descent from the navigation aid specified in (a) or asclose a possible to ETA as indicated in the filled flight plan andrevised in accordance with current flight plan
- c. Land if possible within thirty minutes after the estimated time of arrival(ETA)

## 10. IAP Coding Table

CODING TABLE RNAV (GNSS) RWY 36

Sequence Number	Path Terminator	Waypoint Name	Fly Over	Course/Track T° (M°)	Turn Direction	Level Constrain	Speed Constrain (Knot)	Coordinates	Distance
001	IF	KAMPA	N			2500'		00°15'38.32"N 101°24'45.38"E	
002	TF	BB501	N	024 (024)		2000'		00°19'30.64"N 101°26'26.29"E	4.2 NM
003	TF	BB502	N	002 (002)		1400'		00°23'01.59"N 101°26'32.32"E	3.5 NM
004	TF	RWY36	Y	002 (002)		570'		00°27'02.67"N 101°26'39.20"E	4.0 NM
005	CA		-	002 (002)		1000'			
006	DF	KAMPA	N		L	2500'		00°15'38.32"N 101°24'45.38"E	

## WIBB AD 2.23 ADDITIONAL INFORMATION

*Reserved*

## WIBB AD 2.24CHARTS RELATED TO THE AERODROME

- WIBB AD 2.24-1, AERODROME CHART-ICAO, dated 28JUL11;
- WIBB AD 2.24-2 AIRCRAFT PARKING DOCKING CHART – ICAO, dated 28 APR 16
- WIBB AD 2.24-7A, STANDARD DEPARTURE CHART-INSTRUMENT (SID) – ICAO RWY 18, dated 10 FEB 11;
- WIBB AD 2.24-7B, STANDARD DEPARTURE CHART-INSTRUMENT (SID) –ICAO RWY 36, dated 10 FEB 11;
- WIBB AD 2.24-9A, STANDARD ARRIVAL CHART-INSTRUMENT (STAR) – ICAO RWY 18, dated 10 FEB 11;
- WIBB AD 2.24-9B, STANDARD ARRIVAL CHART-INSTRUMENT (STAR) –ICAO RWY 36, dated 10 FEB 11;
- WIBB AD 2.24-11A, IAC – ICAO NDB RWY 18, dated 10 FEB 11;
- WIBB AD 2.24-11B, IAC – ICAO NDB RWY 36, dated 10 FEB 11;
- WIBB AD 2.24-11C, IAC – ICAO VOR/DME RWY 18 CAT A/B/C/D, dated 10 FEB 11;

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- WIBB AD 2.24-11D, IAC – ICAO VOR/DME RWY 36 CAT A/B/C/D, dated 10 FEB 11;
  - WIBB AD 2.24-11E, IAC – ICAO ILS RWY 36 CAT A/B/C/D, dated 10 FEB 11;
  - WIBB AD 2.24-11F, IAC – ICAO RNAV (GNSS) RWY 36 CAT A/B/C/D, dated 15 SEP 16;