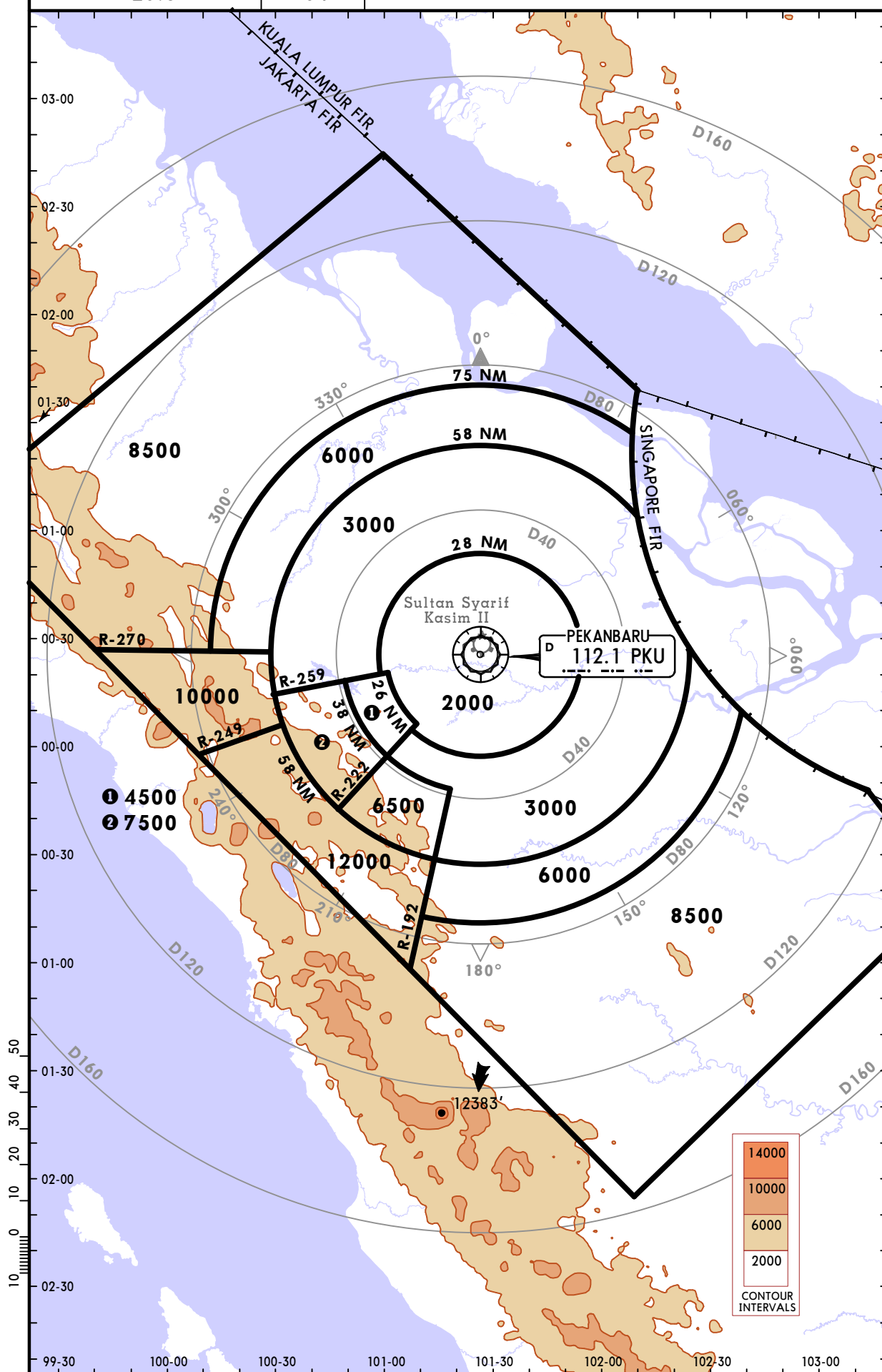
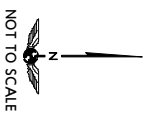


\*PEKANBARU Approach (R)  
120.8

Apt Elev  
104'

Alt Set: hPa  
Trans level: FL 130 Trans alt: 11000'



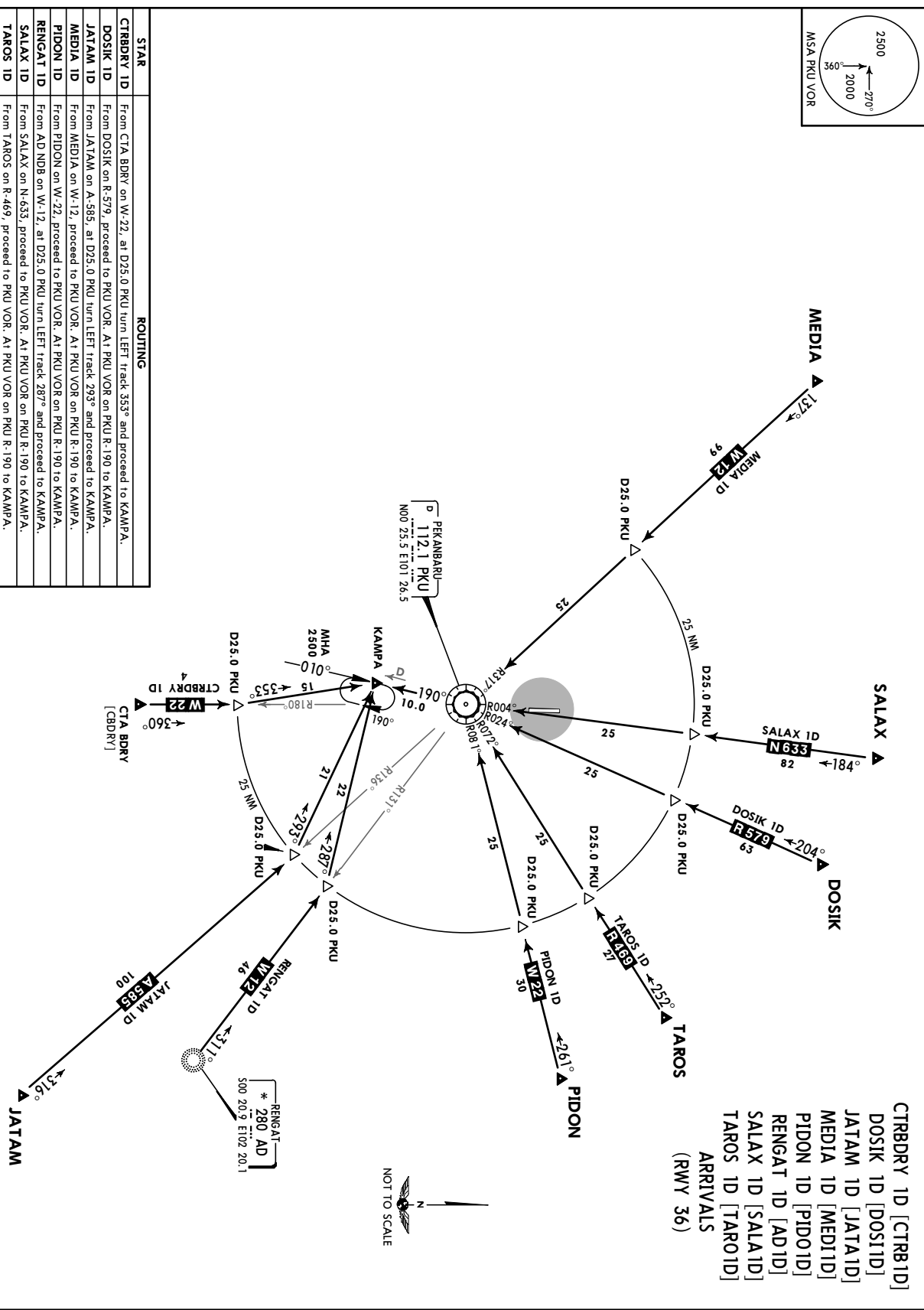
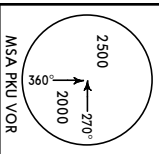
PEKANBARU  
INDONESIA  
STAR

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\*ATIS  
126.2

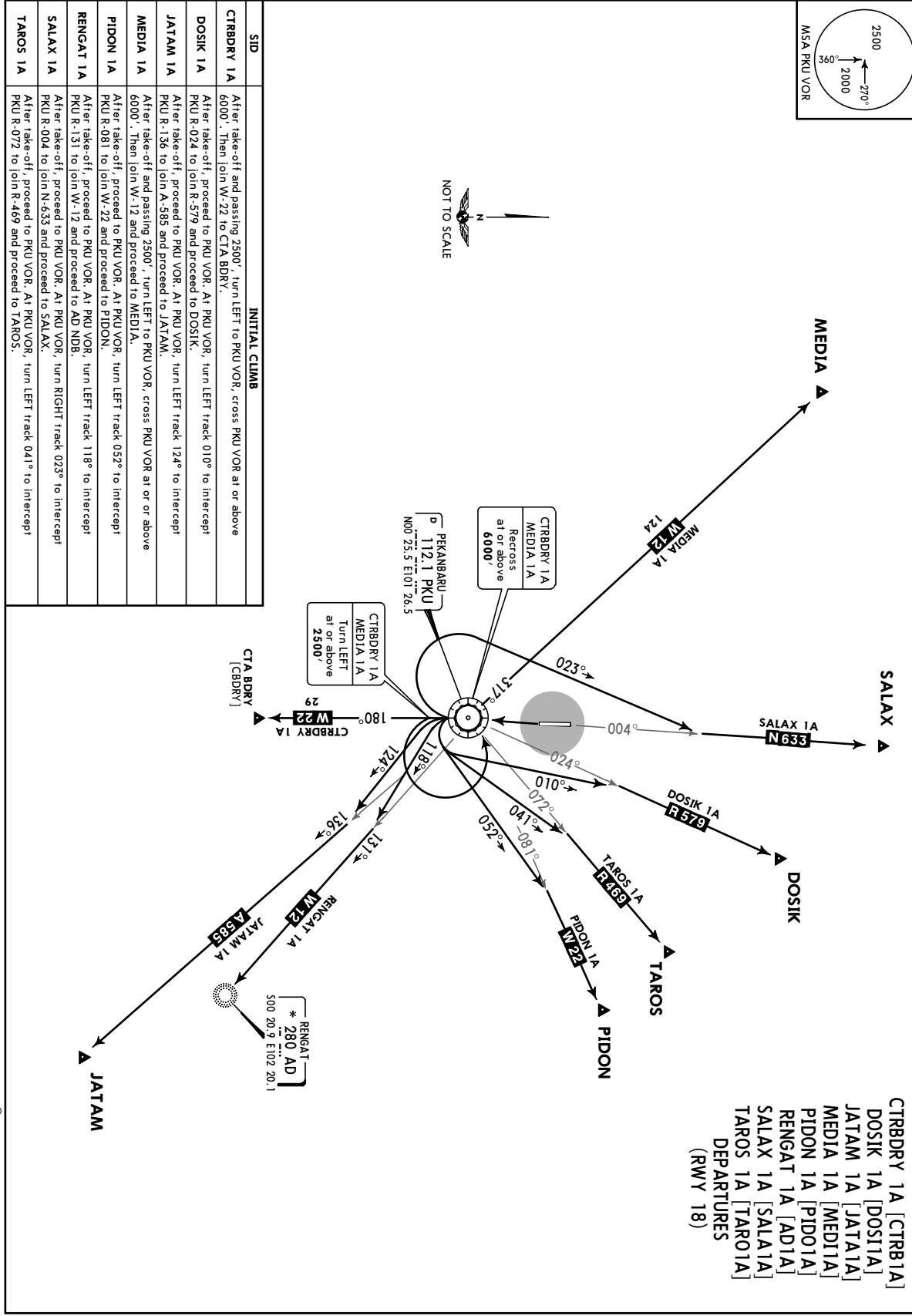
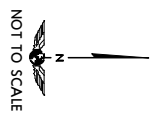
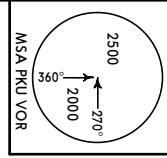
Apt Elev  
104'

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



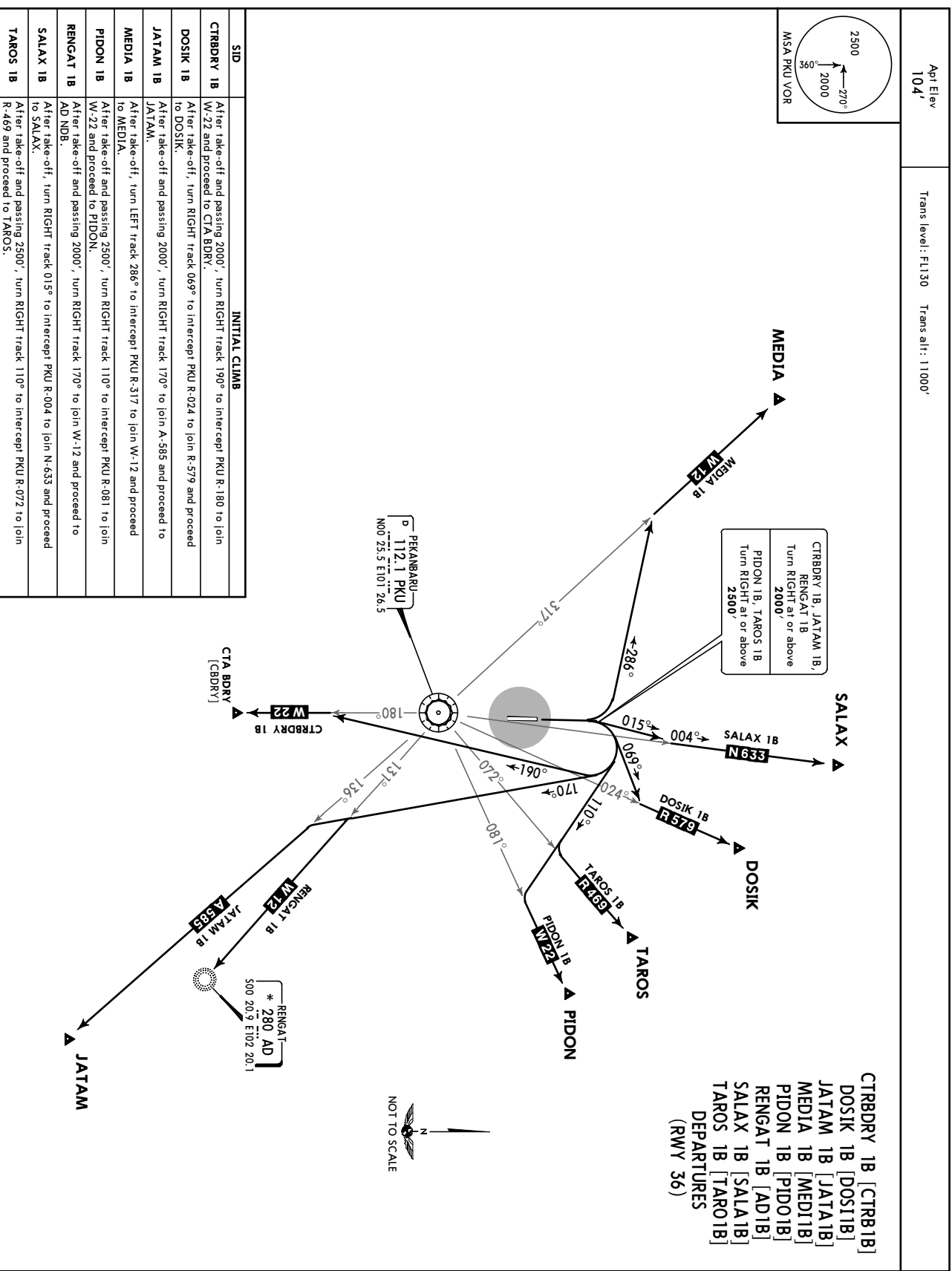
CHANGES: Waypoint name from CTRBDRY to CTA BDRY, waypoint ident from CTRBY to CBRDY.

Apr Elev 104'	Trans level: FL130	Trans alt: 11000'
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SID	INITIAL CLIMB
CTRBDY 1A	After take-off and passing 2500', turn LEFT to PKU VOR, cross PKU VOR at or above 6000'. Then join W-22 to CTA BDRY.
DOSIK 1A	After take-off, proceed to PKU VOR. At PKU VOR, turn LEFT track 010° to intercept PKU R-024 to join R-579 and proceed to DOSIK.
JATAM 1A	After take-off, proceed to PKU VOR. At PKU VOR, turn LEFT track 124° to intercept PKU R-136 to join A-585 and proceed to JATAM.
MEDIA 1A	After take-off and passing 2500', turn LEFT to PKU VOR, cross PKU VOR at or above 6000'. Then join W-12 and proceed to MEDIA.
PIDON 1A	After take-off, proceed to PKU VOR. At PKU VOR, turn LEFT track 052° to intercept PKU R-081 to join W-22 and proceed to PIDON.
RENGAT 1A	After take-off, proceed to PKU VOR. At PKU VOR, turn LEFT track 118° to intercept PKU R-131 to join W-12 and proceed to AD NDB.
SALAX 1A	After take-off, proceed to PKU VOR. At PKU VOR, turn RIGHT track 023° to intercept PKU R-004 to join N-633 and proceed to SALAX.
TAROS 1A	After take-off, proceed to PKU VOR. At PKU VOR, turn LEFT track 041° to intercept PKU R-072 to join R-469 and proceed to TAROS.

CHANGES: Waypoint name from CTRBDY to CTA BDRY, waypoint ident from CTRBY to CBRDY.  
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CHANGES: Waypoint name from CTRBDRY to CTA BDRY, waypoint ident from CTRBY to CBDRY.

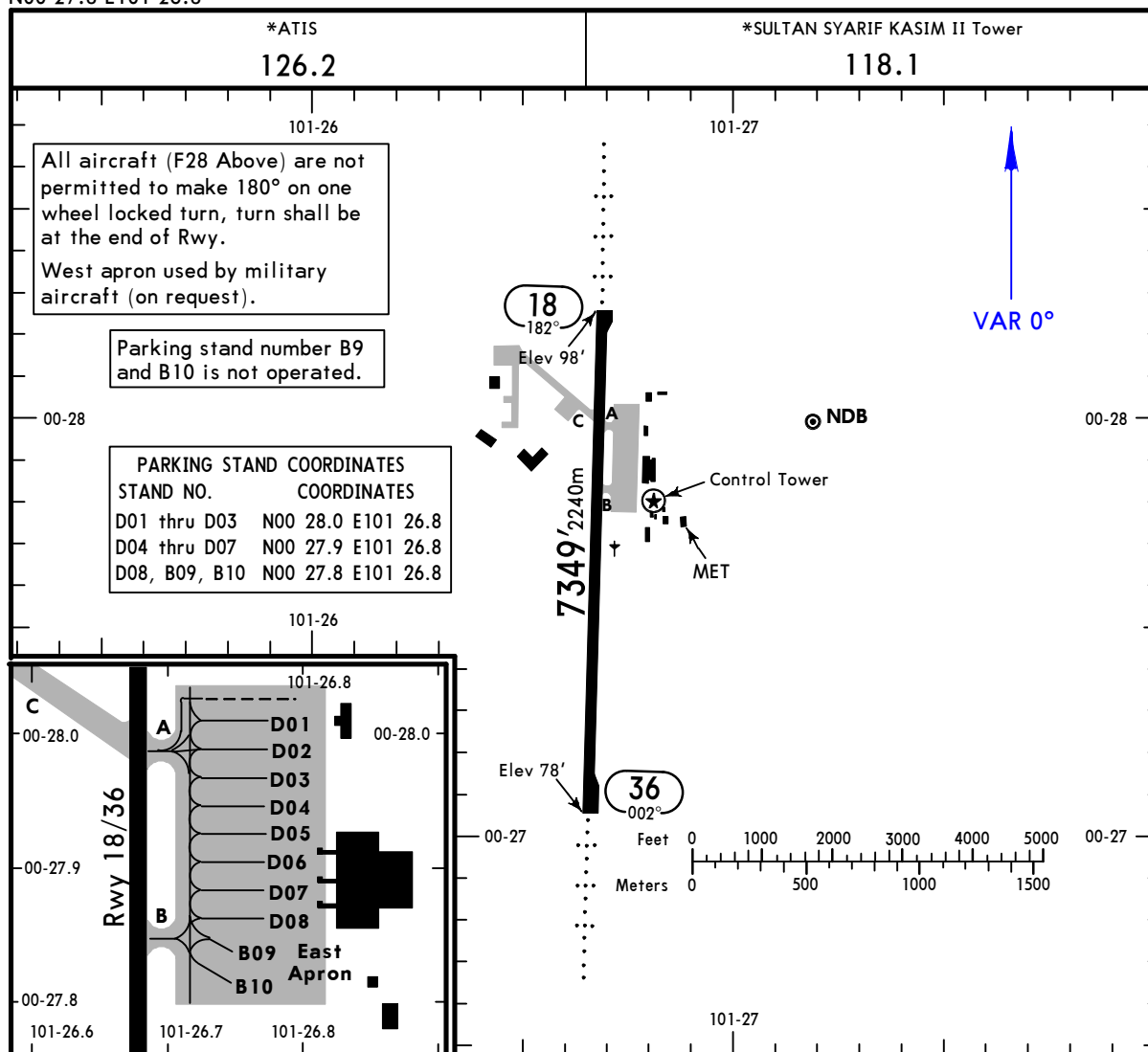
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WIBB/PKU  
Apt Elev 104'  
N00 27.8 E101 26.8



20 APR 18  
10-9

PEKANBARU, INDONESIA  
SULTAN SYARIF KASIM II



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
18	RL(60m) ALS REIL PAPI				148'
36	RL(60m) ① ALS REIL PAPI		6146' 1873m		45m

① Precision ALS.

TAKE-OFF

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

## 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.

